

CIL 2004-096
Robert Charles
SNODDY
U.S. Civilian

Joint POW/MIA Accounting Command
Central Identification Laboratory
310 Worcester Avenue
Hickam AFB, HI 96853

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16 Mar 2005

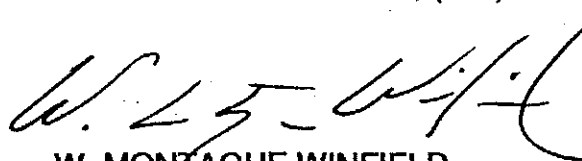
FIRST ENDORSEMENT

From: Commander, Joint POW/MIA Accounting Command
To: Patsy Hallums, CIA Work Life Program, Atrium NHB, Washington DC, 20505

Subj: IDENTIFICATION OF CIL 2004-096-I-01

Encl: (1) Case File CIL 2004-096-I-01

1. Forwarded is the CIL case file establishing the identification of CIL 2004-096-I-01 as the remains of *Robert Charles SNODDY, U.S. Civilian*.
2. Documents contained in the case file are for official use only. Appropriate safeguards should be employed to ensure privacy.
3. Please coordinate action with the appropriate agencies and provide this office with disposition instructions. Point of contact is Dr. Thomas D. Holland, (808) 448-1725.


W. MONTAGUE WINFIELD
Major General, USA

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JOINT POW/MIA ACCOUNTING COMMAND
310 WORCHESTER AVENUE
HICKAM AFB, HAWAII 96853-5530

CIL01
1771
Memo CIL01
16 MAR 05

MEMORANDUM

From: Scientific Director, JPAC Central Identification Laboratory
To: Commander, Joint POW/MIA Accounting Command

Subj: IDENTIFICATION OF CIL 2004-096-I-01

Encl: SEE BELOW

1. Background and Acquisition

a. On 29 November 1952 Mr. Norman A. Schwartz and Mr. Robert C. SNODDY departed K-16 airfield near Seoul, South Korea, in a Civil Air Transport C-47 aircraft bound for Jilin Province, People's Republic of China (P.R.C.). Also on board the aircraft were CIA officers John T. Downey and Richard G. Fecteau. The purpose of their classified mission was to extract a CIA operative from China using an airborne extraction system. The process involved dropping extraction equipment to the agent on the ground, orbiting the area while the equipment was assembled, and then returning to the site to effect the extraction. Unfortunately, the agent on the ground had been compromised by the Chinese, and when the aircraft returned to complete the extraction, it was shot down by hostile ground fire. Mr. Downey and Mr. Fecteau survived the crash, were taken prisoner by the Chinese, and subsequently were convicted of espionage. The P.R.C. released Richard Fecteau from captivity in 1971; John Downey was released in 1973. In subsequent debriefings the men told U.S. officials that neither Schwartz nor SNODDY had exited the aircraft, and that their Chinese interrogators had indicated to them that both pilots died in the impact.

b. In July 2002 a joint U.S./P.R.C. team traveled to Jilin Province to investigate the loss of Schwartz and SNODDY. The team interviewed a local villager who claimed to have participated in the burial of two badly burned corpses that had been pulled from the aircraft wreckage. The team then surveyed the Schwartz and SNODDY crash site and searched for a possible burial. The team found no evidence of a burial but recommended the site for further work.

c. From 9-28 June 2004 another joint U.S./P.R.C. team traveled to Jilin Province and re-interviewed the witness first questioned in 2002, as well as another witness who claimed that remains were found in the 1970s while the area was being landscaped for farming. The second witness told the team that the remains were collected and reburied toward the edge of the field.

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Subj: IDENTIFICATION OF CIL 2004-096-I-01

The team then excavated the site, including the purported burial areas, and recovered fragments of human remains as well as personal effects and aircraft wreckage. The remains and other relevant material evidence were accessioned at the CIL on 9 July 2004 as CIL 2004-096.

d. On 13 October 2004 a bone sample (Sample 01A) from CIL 2004-096 was submitted to the Armed Forces DNA Identification Laboratory (AFDIL) for mitochondrial DNA (mtDNA) analysis. On 21 October 2004 dental samples (Samples 02A and 03A) from CIL 2004-096 were submitted for testing.

2. Summary of Analysis

a. Aircraft wreckage found at the crash site is consistent with a C-47 Skytrain aircraft. A recovered aircraft hose clamp dates the wreckage to 1950 or later. Personal effects found near the recovered remains include a fragment of a Rolex wristwatch manufactured between 1947 and 1950 that is similar in style to one worn by Robert C. SNODDY.

b. The AFDIL reports that the three samples yielded mtDNA sequence data that match that of two known maternal relatives (sister and nephew) of Robert C. SNODDY. The sequence data are not unique to the database used by the AFDIL but are nevertheless relatively rare ($\approx 0.19\%$ of the total database and $\approx 0.54\%$ of the Caucasian sub-database) and can be inferred to be rare within the general population. Furthermore, the sequence data do not match that obtained from a maternal relative of Norman A. Schwartz.

c. The dental remains consist of two loose teeth consistent with a maxillary left second molar (possibly #15) and a mandibular left first premolar (#21). The teeth are restored with mesial-occlusal and distal-occlusal-facial amalgams, respectively. Unfortunately, no antemortem dental remains are available for either Robert C. SNODDY or Norman A. Schwartz.

d. The skeletal remains consist of a single fragment of human long bone, either a radius or an ulna. The ends of the fragment exhibit possible perimortem fractures consistent with those commonly seen in aircraft crashes.

e. Based on the results of mtDNA testing and laboratory analysis, the remains were sub-designated CIL 2004-096-I-01 to reflect that they represent a single individual.

3. Summary and Conclusions

Available evidence establishes that Robert C. SNODDY and Norman A. Schwartz died on 29 November 1952 when their Civil Air Transport C-47 Skytrain crashed in a remote area of Jilin Province, P.R.C. Two passengers on board the aircraft survived the crash and subsequently provided information that the aircraft was downed by hostile ground fire. The remains of both SNODDY and Schwartz purportedly were buried near the crash site by Chinese villagers living in the vicinity. The remains later were disturbed by agricultural practices and were reburied in a second location nearby. In 2004 U.S. personnel recovered human remains from an isolated, secondary burial near the purported burial location in Jilin Province. Laboratory analysis,

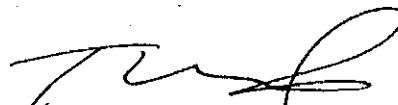
Subj: IDENTIFICATION OF CIL 2004-096-I-01

primarily mtDNA testing, allows for the recovered remains to be associated to Robert C. SNODDY to the exclusion of other reasonable possibilities.

4. Findings

In my opinion, the results of laboratory analysis and the circumstantial evidence made available to me reasonably establish the remains designated CIL 2004-096-I-01 as those of:

Robert Charles SNODDY, U.S. Civilian



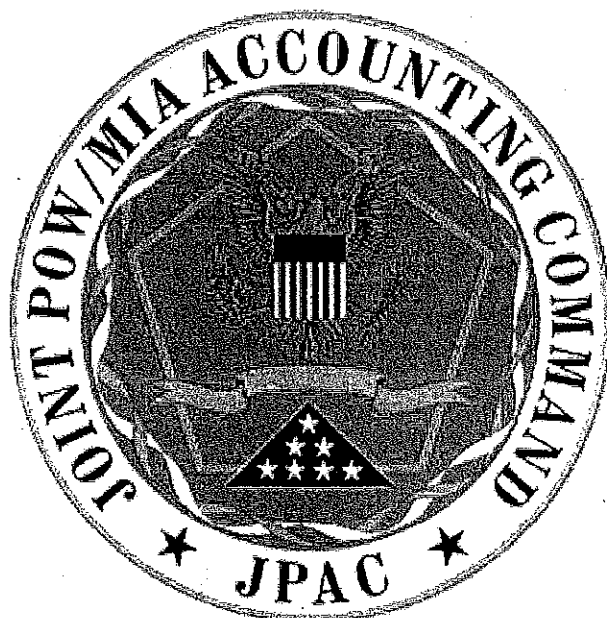
THOMAS D. HOLLAND
Scientific Director

7 Encls

1. [J2 Report] Incident/Site Report Concerning Cold War 12, a C-47 Aircraft Crash Resulting in the Loss of Two U.S. Crewmembers, on 29 November 1952, in Jilin Province, People's Republic of China; dtd 4 February 2005
2. Forensic Anthropology Report: CIL 2004-096-I-01; dtd 21 January 2005
3. Forensic Odontology Report: CIL 2004-096-I-01; dtd 20 January 2005
4. Department of Defense; Office of the Armed Forces Medical Examiner (40-31a); Consultation Report on Contributor Material; SNODDY, Robert C.; dtd JAN 26 2005
5. Search and Recovery Report 2004/CIL/050, an Isolated Burial Associated with a Civil Air Transport C-47 Aircraft Crash (CH-00012) in the Chang Baishan Mountains, Antu County, Jilin Province, People's Republic of China, 9 through 28 June 2004; dtd 30 September 2004
6. Material Evidence Report: CIL 2004-096-A-01 Through 05; dtd 8 February 2005
7. Consultant Report (Rathbun); dtd 7 March 2005

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**Incident/Site Report Concerning Cold War 12, a C-47 Aircraft
Crash Resulting in the Loss of Two U.S. Crewmembers, on
29 November 1952, in Jilin Province, People's Republic of China**



by
Aaron N. Lehl, J.D.

**Joint POW/MIA Accounting Command
310 Worchester Avenue
Hickam AFB, HI 96853**

4 February 2005

**Incident/Site Report:
Cold War 12**

Joint POW/MIA Accounting Command

4 February 2005

Individuals Associated

| NAME | TITLE | ORGANIZATION | STATUS |
|---------------------|----------------------|-----------------------------|-----------------|
| Schwartz, Norman A. | Pilot | Civil Air Transport | Unaccounted for |
| Snoddy, Robert C. | Pilot | Civil Air Transport | Unaccounted for |
| Downey, John T. | Intelligence Officer | Central Intelligence Agency | Survived |
| Fecteau, Richard G. | Intelligence Officer | Central Intelligence Agency | Survived |

ABSTRACT

On the night of 29 November 1952 Civil Air Transport (CAT) pilots Norman A. Schwartz and Robert C. Snoddy guided their C-47, serial number B-813, from Seoul to Jilin Province, People's Republic of China, to extract an anti-communist agent who had been dropped in months before. The two other men aboard, Central Intelligence Agency Intelligence Officers John T. Downey and Richard C. Fecteau, were to assist physically in getting the agent into the plane and to bring him to base for debriefing. The mission, however, had been compromised. When the C-47 neared the pickup point, Chinese forces lying in wait shot it down. The incident is documented as Cold War 12 (CW-12). Evidence suggests that Schwartz and Snoddy were killed in the crash and that villagers buried their bodies in a shallow depression at the crash site. Both men are unaccounted for. Downey and Fecteau survived the crash and were captured and held prisoner by the Chinese until released in the early 1970s. In July 2002 an investigation team from the U.S. Army Central Identification Laboratory, Hawaii (CILHI), the predecessor of the Joint POW/MIA Accounting Command (JPAC), arrived in China to investigate this incident. The team interviewed Wang Xiangzhi, a witness who allegedly observed the aircraft go down and who hours later reportedly went to the crash site and buried Schwartz and Snoddy. Wang guided the team to the general location of the crash site, located southeast of the town of Sandao. The team surveyed the site and found probable aircraft wreckage, but did not recover any remains or personal effects. In June 2004, a JPAC recovery team excavated the site, which was designated CH-00012. The recovery team recovered human remains and wreckage correlating with a U.S. manufactured aircraft. Research and analysis of case materials and historical documents, testimony of Downey, Fecteau, and Wang, and evidence recovered from the site, indicate with a high degree of probability that the remains the JPAC team recovered from the site are those of Norman A. Schwartz, Robert C. Snoddy or both.

HISTORICAL BACKGROUND

In November 1952 the United States was embroiled in the Korean War, where it had sent its soldiers, airmen, and Marines to "roll back" the communist incursion.¹ Concurrently the United States was conducting covert operations in Manchuria behind enemy lines as part of its "secret war" against Mao Zedong's ruling Chinese Communist Party (CCP).² (Manchuria, a region in northeast China bordering North Korea and Russia, comprises Jilin, Heilongjiang, and Liaoning provinces; it is now officially referred to as the "Northeast").³ These secret operations were in response to the People's Republic of China's (PRC) October 1950 intervention in the Korean War and were designed to support the U.S. war effort on the Korean peninsula.⁴ Conceived in 1951 by the Joint Strategic Plans Committee, the operations in Manchuria were contrived to provide assistance to guerilla forces not aligned with the Communists and to insert agents with direct ties to U.S. intelligence.⁵ The objective was to create problems within China

¹ Chen Jian, *Mao's China and the Cold War* (Chapel Hill: The University of North Carolina Press, 2001). The Korean War began on 25 June 1950. See also Jonathon D. Spence, *The Search for Modern China* (New York: W.W. Norton and Co., 1990), 530. For an overview of the Korean War, see T. R. Fehrenbach, *This Kind of War* (Washington D.C.: Brassey's, 1963).

² William M. Leary, *Perilous Missions: Civil Air Transport and CIA Covert Operations in Asia* (Alabama: University of Alabama Press, 1984), 126, 132; Raymond L. Garthoff, *A Journey through the Cold War* (Washington, D.C.: Brookings Institute Press, 2001), 102; and Michael E. Haas, *Apollo's Warriors* (Maxwell Air Force Base, Alabama: Air University Press, 1997), 50. Mao Zedong proclaimed the establishment of the People's Republic of China (PRC) 1 October 1949. See Brian Murray, *Stalin, The Cold War, and the Division of China: A Multi-Archival Mystery*, Working Paper No. 12 (Washington D.C.: Cold War International History Project, Woodrow Wilson International Center for Scholars, June 1995), 5; and Patricia Buckley Ebrey, ed. *Chinese Civilization* (New York: The Free Press, 1993), 407. The U.S. had supported Chiang Kai-shek's Nationalists with economic and military aid in their struggle against the Communists during the Chinese Civil War. See Murray, *Stalin, The Cold War, and the Division of China: A Multi-Archival Mystery*, 7; and Spence, *The Search for Modern China*, 487-488, 490; and Stephen E. Ambrose, *Rise to Globalism* (New York: Penguin Books, 1993), 42.

³ China Partner, Online: <http://www.chinapartner.org/Pages/provincial%20info.html>; and *Columbia Encyclopedia*, Online: <http://www.bartleby.com/65/ma/Manchuri.html>.

⁴ E-mail from William M. Leary, Coulter Professor of History, University of Georgia, to Aaron N. Lehl, JPAC J2 Analyst, 25 June 2002. The Chinese entered the Korean War on 18 October 1950, nearly five months after the war began. For the proposition that the missions into Manchuria were in support of U.S. forces fighting in the Korean War, see Donald P. Gregg, "An Interrupted Mission," *The Washington Post*, A17, 24 June 1998; "Remarks of the Director of Intelligence George J. Tenet on Presentation of Director's Medal to John T. "Jack" Downey and Richard G. Fecteau, *CIA Press Release*, 25 June 1998; Leary, *Perilous Missions*, 126, 133; and Congressional Record, U.S. House of Representatives, 105th Cong., 2nd sess., "Award of Director's Medal to Richard G. Fecteau and John T. Downey on June 25, 1998," 19 June 1998. But see, Phillip P. Pan, "China To Allow U.S. To Search For Pilots' Remains," *Washington Post*, 11, 10 July 2002. Pan asserts that the mission was to undermine the Communist government and was not in direct support of the Korean War, implying that the missions into Manchuria would have gone on even if the war were not being fought.

⁵ Leary, *Perilous Missions*, 126, 132, 137. The missions in Manchuria were "part of a larger secret war against Communist China;" some missions were in support of non-Nationalist guerilla forces; other missions supported pro-

that would divert Chinese attention, troops, and resources from the war.⁶ The missions were also intended to achieve Cold War aims, namely to "prevent Peking from consolidating its control over southern and central China... lessen the threat of Chinese action in other parts of Asia, and counter a growing belief in Communist invincibility."⁷ If successful, the missions would hasten the end of the Korean War, prevent it from spreading beyond the Korean Peninsula, and would serve to contain communism, three objectives President Harry S Truman hoped to achieve.⁸

In December 1951 the CIA began recruiting Chinese agents in Hong Kong for the Manchuria operations. They sent the aspiring agents to the CIA training complex in Saipan, where they were instructed in "parachuting, small arms, demolition, radio operation and other guerilla skills . . . [and were] organized into teams and taught how to set up secure bases, prepare drop zones and establish secret communication networks."⁹ To insert the agents the CIA summoned the Civil Air Transport (CAT), an asset it purchased in 1950 "to use in clandestine missions to fight communism in Asia."¹⁰ Founded in China after World War II, CAT had operated both commercial flights in Asia and provided pilots and airplanes for secret intelligence operations.¹¹ During the Chinese civil war CAT pilots and planes flew in support of the Nationalists.¹² In the Korean War, CAT, by then operating out of Taiwan, flew in direct support

Nationalist guerilla groups. Ibid., and 133.. See also E-mail from William M. Leary, Coulter Professor of History, University of Georgia, to Aaron N. Lehl, 24 June 2002; *Award of Director's Medal to Richard G. Fecteau and John T. Downey on June 25, 1998*, Oklahoma Senate, 48th Cong., 1st sess., S.R. 22, 24 May 2001; and U.S. House of Representatives, 101st Cong., 2nd sess., Debate on Boxer Amendment, 17 October 1990, Online: http://www.totse.com/en/politics/central_intelligence_agency/cia_boxer.html.

⁶ E-mail from William M. Leary, Coulter Professor of History, University of Georgia, 24 June 2002.

⁷ Leary, *Perilous Missions*, 104, 133. See also Pan, "China To Allow U.S. To Search For Pilots' Remains."

⁸ Ambrose, *Rise to Globalism*, 117, 120-121; Leary, *Perilous Missions*, 104, 132; and William T. Tow, "Post-war Strategic Posturing and the Strategic Triangle," in *Chinese Foreign Policy: Theory and Practice* (Oxford: Clarendon Press, 1994), 133.

⁹ Leary, *Perilous Missions*, 138.

¹⁰ The CIA purchased CAT in 1950, which in 1959 was re-named Air America. David Flick, "Civilians who Worked in Obscurity for CIA airline to receive long-awaited honor," *Dallas Morning News*, 28 May 2001. See also Tony Manolatos, "Melbourne man recalls Saigon Evacuation," *Florida Today*, 1 July 2001; Roland D. Simbulan, "Covert Operations and the CIA's Hidden History in the Philippines," working paper, Manila Studies Program, University of the Philippines, 19 August 2000, Online: <http://www.derechos.org/nizkor/philipinas/doc/cia/html>; Associated Press, "China Site Search for Pilots on Failed Spy Mission," *Washington Post*, 8 July 2002; *Award of Director's Medal to Richard G. Fecteau and John T. Downey on June 25, 1998*, Oklahoma Senate, 48th Cong., 1st sess., S.R. 22, 24 May 2001; Leary, William M. Leary, "Supporting the 'Secret War': CIA Operations in Laos, 1955-1974," *Studies and Intelligence* (Washington, D.C: Central Intelligence Agency, Winter 1999-2000); Ray L. Bowers, *The United States Air Force in Southeast Asia: Tactical Airlift* (Washington, D.C.: Office of Air Force History, 1999), 441; Terry Love, *Wings of Air America* (Atglen, PA: Schiffer Military/Aviation History, 1998), 4. The CIA's reasons for purchasing CAT can be found at Eugene McDermott Library Special Collections Department at the University of Texas at Dallas, Online: <http://www.utdallas.edu/library/special/cataa.html>; and in Leary, *Perilous Mission*, 104.

¹¹ Love, *Wings of Air America*, 4. General Claire L. Chennault and Whiting Willauer founded CAT in 1946, which operated its first aircraft in 1947. Leary, *Perilous Missions*, 15, 27; and Leary, "Supporting the 'Secret War': CIA Operations in Laos, 1955-1974," *Studies and Intelligence*.

of U.S. combat operations by ferrying ammunition, fuel, machinery, aircraft parts, and personnel, among other cargo.¹³

The CAT missions in Manchuria, code named Operation Tropic, began in spring 1952. According to Dr. William M. Leary, "Captains Snoddy and Schwartz, primary crew for Tropic, did most of the covert work during the spring and summer of 1952."¹⁴ They were often joined by Downey, a CIA intelligence officer who had been assigned to establish a resistance network in Manchuria.¹⁵ Downey had completed training in Saipan, where he selected a four-man team—named Team Wen after its leader Chang Tsai-wen—to be inserted in Manchuria. Snoddy and Schwartz successfully delivered Team Wen in July 1952. Getting the agents out, however, posed far greater difficulties—and was inherently more dangerous—than getting them in.

By the fall of 1952, however, the CIA's Office of Policy Coordination was close to developing a new in-flight system that allowed fixed-wing aircraft to pick-up an agent on the ground without having to land.¹⁶ Called the "Personnel Pickup Ground Station" by the U.S. Air Force, the system required the agent to fix two poles in the ground with a nylon rope suspended between them. The agent attached a wire to this rope, leading to a harness on his back. The aircraft, projected to be a C-47 equipped with a tail-hook, was to airdrop the extraction gear to the agent prior to the pickup, affording him the necessary time to assemble the equipment. The plane would depart the immediate area and loiter until such time the agent gave the signal that he was ready to be extracted. After receiving the signal, the aircraft would begin a slow decent to the pickup zone, often dropping to nearly 60 miles per hour. Skirting the ground, the plane's hook would catch the rope, jerking the agent into the air. The aircraft would quickly gain altitude, and the agent would be reeled into the aircraft. The process was hazardous for the agent, as his body would be wrenched from the ground upon the hook's snatching of the rope and jerked through the air, and also for those in the plane, as the C-47 was unarmed and vulnerable to ground fire during the retrieval process.¹⁷

The first operational flight to perform the novel extraction system departed the K-16 airbase near Seoul on 29 November 1952, the very day that the Fifth Air Force "announced it has

¹² Award of Director's Medal to Richard G. Fecteau and John T. Downey on June 25, 1998, Oklahoma Senate, 48th Cong., 1st sess., S.R. 22, 24 May 2001; Leary, *Perilous Missions*, 38-53; "The History of CAT/Air America," Eugene McDermott Library Special Collections Department, University of Texas at Dallas, Online: <http://www.utdallas.edu/library/special/cataa.html>; and Love, *Wings of Air America*, 5.

¹³ Love, *Wings of Air America*, 5-6; Leary, *Perilous Missions*, 119, 126; and "The History of CAT/Air America," Eugene McDermott Library Special Collections Department, University of Texas at Dallas, Online: <http://www.utdallas.edu/library/special/cataa.html>.

¹⁴ Leary, *Perilous Missions*, 138-39. According to Leary, the missions focused on Liaoning and Kirin (present day Jilin) Provinces.

¹⁵ U.S. Central Intelligence Agency Report (unclassified, approved for release Aug 1992), The Downey-Fecteau Case. See also Leary, *Perilous Missions*, 139.

¹⁶ Leary, *Perilous Missions*, 130, 139-140; and MORI DocID: 42382, Message describing full text of the judgment of the military tribunal of the Supreme People's Court of the People's Republic of China (PRC) on 11 U.S. spies involved in the Downey-Fecteau espionage case, 23 November 1954.

¹⁷ Haas, *Apollo's Warriors*, 50; and Leary, *Perilous Missions*, 140.

a new capability for retrieving downed airmen or agents from enemy-held territory.”¹⁸ Onboard the olive drab C-47, serial number B-813, were CAT Captains Schwartz and Snoddy and CIA intelligence officers Downey and Fecteau.¹⁹ They were sent in to extract Li Chun Ying, an anti-communist agent whom Downey had trained and who had been inserted earlier to observe Team Wen and to help establish an intelligence network in the area. Li had radioed his desire to be picked up.²⁰ He was in Jilin Province.²¹ Downey and Fecteau, both last minute replacements, were aboard to drop the extraction gear and to reel the agent into the aircraft, whereupon he would be flown back to Seoul for debriefing.²²

The C-47 neared the pickup site three hours after departing K-16.²³ According to Downey, he and Fecteau jettisoned the extraction gear over the site. The aircraft then circled the area for approximately 45 minutes.²⁴ Unbeknownst to the aircrew, Team Wen had been compromised.²⁵ When the aircraft returned to the area and neared the snatch point, Communist Chinese, lying in wait, opened up with .50 caliber machine gun and small arms fire. Rounds penetrated the cockpit, an engine, and the fuselage.²⁶ Irreparably damaged, the plane performed

¹⁸ Telephonic Interview with Richard G. Fecteau, conducted by Aaron N. Lehl, J2 Analyst, 9 July 2002 (hereinafter referred to as “Interview with Fecteau”); Leary, *Perilous Missions*, 140; Gregg, “An Interrupted Mission;” Telephonic Interview with Mr. John Downey, conducted by Aaron N. Lehl, J2 Analyst, 2 July 2002 (hereinafter referred to as “Interview with Downey”); and Haas, *Apollo's Warriors*, 50.

¹⁹ Leary, *Perilous Missions*, 139, 140. See also Phillip P. Pan, “China To Allow U.S. To Search For Pilots’ Remains,” Associated Press, “China Site Search for Pilots on Failed Spy Mission,” *Washington Post*; and Gregg, “An Interrupted Mission.” According to Donald P. Gregg, who went to paramilitary training with Downey and claims to have known him well, both Downey and Fecteau were running an agent-infiltration program “designed to report on the flow of Chinese Communist men and material into the Korean peninsula.”

²⁰ Leary, *Perilous Missions*, 140; Interview with Fecteau; and “Judge [John T. Downey] Recalls 20 Year Imprisonment in Communist China,” *Harvard Law School Alumni Bulletin*, fall 1998, Online: <http://www.law.harvard.edu/alumni/bulletin/backissues/fall98/article1n/html>. See also Associated Press, “Clinton Likely to Ask Zhu about MIAs from Korean War,” *Washington Times*, 9 April 1999; Robert Burns, “CIA honors 2 spies who survived imprisonment in China for 20 years,” *St. Joseph Press*, 3 July 1998; Burns, “Ex-Korean War GIs to Fly to Beijing,” Online: <http://www.geocities.com/pr-ks-dar/HTML/DeSautels.html>; Nigel Cawthorne, *The Bamboo Cage: The Full Story of the American Servicemen Still Held in South-East Asia* (New York: SPI Books, 1994), 287; Congressional Record, U.S. House of Representatives, 105th Cong., 2nd sess., “Award of Director’s Medal to Richard G. Fecteau and John T. Downey on June 25, 1998,” 19 June 1998; and Pan, “China To Allow U.S. To Search For Pilots’ Remains,” *Washington Post*, 11.

²¹ MORI DocID: 42388, U.S. Central Intelligence Agency, Debriefing Report #1, “General Chronology of the Prison Experience – 29 November 1952 – Capture thru November 1958,” debrief date: 14 January 1972.

²² Interview with Downey; Interview with Fecteau; and Congressional Record, U.S. House of Representatives, 105th Cong., 2nd sess., “Award of Director’s Medal to Richard G. Fecteau and John T. Downey on June 25, 1998,” 19 June 1998.

²³ Leary, *Perilous Missions*, 140.

²⁴ Interview with Downey. See also MORI DocID: 42388, U.S. Central Intelligence Agency, Debriefing Report #1, debrief date: 14 January 1972.

²⁵ Leary, *Perilous Missions*, 140.

²⁶ Interview with Fecteau; and Interview with Downey, “Remarks of the Director of Intelligence George J. Tenet on Presentation of Director’s Medal to John T. ‘Jack’ Downey and Richard G. Fecteau,” Haas, *Apollo's Warriors*, 50;

what Downey refers to as a crash landing, blowing through tree crowns and skidding along the ground before coming to rest no more than 50 yards from where it was first hit.²⁷ According to Downey and Fecteau, the aircraft was on fire and one wing separated.²⁸ Downey and Fecteau emerged from the aircraft, only to be captured within minutes.²⁹ Later, during his debriefing by the CIA, Fecteau would report that the aircraft burned completely, save for the tail.³⁰

When the C-47 failed to return, CAT put forth a cover story that the plane had been lost over the Sea of Japan en route from Korea to Japan on a routine training mission.³¹ For two years no public information surfaced regarding the incident or the fate and status of the crew.³² In the meantime, Downey and Fecteau were taken to a prison in Mukden for interrogation.³³ On 20 April 1953 both men were moved to the "Ching Dynasty" prison in Beijing.³⁴ Outside word of their fate publicly broke on 23 November 1954, when Radio Peking announced that Downey and Fecteau had been sentenced to prison for committing espionage.³⁵ Fecteau was given a 20-year sentence; Downey was sentenced to life.³⁶ The Chinese also "identified Downey and

Butch John, "Memorial Honors those Who Served in the Cold War," *Air America Log*, Vol. 17, no. 3, Jul, Aug, Sept., 2000, 1 reprinted from *The Courier-Journal*, 21 July 2000; Associated Press, "China Site Search for Pilots on Failed Spy Mission," *Washington Post*; MORI DocID: 42388, CIA Debriefing Report #1; "Judge [John T. Downey] Recalls 20 Year Imprisonment in Communist China," *Harvard Law School Alumni Bulletin*, Fall 1998; House of Representatives, 105th Cong., 2nd sess., and "Award of Director's Medal to Richard G. Fecteau and John T. Downey on June 25, 1998," 19 June 1998.

²⁷ Interview with Downey; and Interview with Fecteau. See also Telephonic Conversation with Richard G. Fecteau, conducted by Phil O'Brien, analyst at the U.S. Defense Prisoner of War/Missing Personnel Office (DPMO), 18 April 2002; Conversation with John T. Downey, conducted by telephone by Phil O'Brien, DPMO analyst, 22 April 2002; and "Remarks of the Director of Intelligence George J. Tenet on Presentation of Director's Medal to John T. 'Jack' Downey and Richard G. Fecteau," *CIA Press Release*.

²⁸ Interview with Mr. Downey; Interview with Mr. Fecteau; and Conversation with Mr. Downey, conducted by telephone by Phil O'Brien, DPMO analyst, 22 April 2002.

²⁹ Interview with Mr. Downey; and Interview with Mr. Fecteau. Mr. Fecteau stated that he and Downey were captured no more than 5-10 minutes after deplaning.

³⁰ MORI DocID: 42388, CIA Debriefing Report #1.

³¹ Leary, *Perilous Missions*, 140; and Associated Press, "China Site Search for Pilots on Failed Spy Mission," *Washington Post*.

³² Leary, *Perilous Missions*, 140.

³³ Interview with Fecteau; and interview with Downey. Fecteau recalled that two U.S. .50 caliber machine guns shot their aircraft down.

³⁴ MORI DocID: 42388, CIA Debriefing Report #1.

³⁵ MORI DocID: 42382, Message describing full text of the judgment of the military tribunal of the Supreme People's Court of the People's Republic of China on 11 U.S. spies involved in the Downey-Fecteau espionage case, 23 November 1954. See also Leary, *Perilous Missions*, 140.

³⁶ MORI DocID: 42382, Message describing full text of the judgment of the military tribunal of the Supreme People's Court of the PRC on 11 U.S. spies involved in the Downey-Fecteau espionage case, 23 November 1954. See also Garthoff, *A Journey through the Cold War*, 102; and Leary, *Perilous Missions*, 140; Congressional Record, U.S. House of Representatives, 105th Cong., 2nd sess., "Award of Director's Medal to Richard G. Fecteau and John

Fecteau as CIA agents and released extensive details about their background and missions.³⁷ The U.S. government vehemently denied all claims, asserting that Downey and Fecteau were Army civilian employees, and adhering to its story that they had been lost on a routine flight from Korea to Japan.³⁸

Downey and Fecteau would spend the rest of the 1950s and the following decade in confinement. By the early 1970s, however, U.S.-China relations were thawing. In 1971, just two months shy of President Richard M. Nixon's historic visit to Beijing, Fecteau was released, 19 years after he had been captured.³⁹ In 1972, President Nixon broached Downey's case with Chinese officials.⁴⁰ In February 1973, in what most certainly served as a prerequisite to securing Downey's release, the President acknowledged that Downey was a CIA agent and divulged that he had been lost in China aboard a military flight.⁴¹ Satisfied with the public admission, the Chinese released Downey the following month, 20 years after he was whisked away from the crash site.⁴²

Less was known about the exact circumstances that befell Schwartz and Snoddy. It was widely assumed and reported—and the evidence suggests—that they were in the crash.⁴³ Both Downey and Fecteau apprised the author that they did not see either man exit the aircraft.⁴⁴ Downey added that while in prison in Mukden shortly after the crash and before being transferred to Beijing, a guard looking in on him slid his hand, held parallel, under and across his

T. Downey on June 25, 1998," 19 June 1998; Burns, "CIA honors 2 spies who survived imprisonment in China for 20 years," *St. Joseph Press*; Burns, "Ex-Korean War GIs to Fly to Beijing"; and "Remarks of the Director of Intelligence George J. Tenet on Presentation of Director's Medal to John T. 'Jack' Downey and Richard G. Fecteau," *CIA Press Release*.

³⁷ Leary, *Perilous Missions*, 140. The CIA North Asia Command assumed that both men divulged what they knew. *Ibid.*, 141. Indeed, Downey and Leary gave up their affiliation and a substantial amount of information concerning their previous training and missions to the Chinese. See MORI DocID: 42389, CIA Report on the background of the Downey-Fecteau Case, approved for release in August 2000; MORI DocID: 42382, Message describing full text of the judgment of the military tribunal of the Supreme People's Court of the PRC on 11 U.S. spies involved in the Downey-Fecteau espionage case, 23 November 1954; and MORI DocID: 42388, CIA Debriefing Report #1.

³⁸ Leary, *Perilous Missions*, 140.

³⁹ "Remarks of the Director of Intelligence George J. Tenet on Presentation of Director's Medal to John T. 'Jack' Downey and Richard G. Fecteau," *CIA Press Release*; and Leary, *Perilous Missions*, 141-142. Fecteau was released on 12 December 1971; Downey on 12 March 1973.

⁴⁰ Leary, *Perilous Missions*, 140.

⁴¹ *Ibid.* See also Associated Press, "China Site Search for Pilots on Failed Spy Mission," *Washington Post*.

⁴² "Remarks of the Director of Intelligence George J. Tenet on Presentation of Director's Medal to John T. 'Jack' Downey and Richard G. Fecteau," *CIA Press Release*; Garthoff, *A Journey through the Cold War*, 102; Leary, *Perilous Missions*, 140; Burns, "CIA honors 2 spies who survived imprisonment in China for 20 years," *St. Joseph Press*, 3 July 1998.

⁴³ Interview with Mr. Downey; Congressional Record, U.S. House of Representatives, 105th Cong., 2nd sess.; Leary, *Perilous Missions*, 140; and Pan, "China To Allow U.S. To Search For Pilots' Remains," *Washington Post*, 11.

⁴⁴ Interview with Fecteau; and Interview with Downey.

throat. Downey understood this as a gesture intended to communicate that Snoddy and Schwartz had been killed in the crash.⁴⁵ Downey and Fecteau both disclosed that their interrogators—Downey's in Beijing and Fecteau's in Mukden—informed them that Schwartz and Snoddy perished in the plane.⁴⁶ Leary asserts that both Snoddy and Schwartz died in the aircraft.⁴⁷ No information has surfaced indicating that either man did not die in the crash. The names of both men are inscribed on the CAT/Air America Memorial at the University of Texas at Dallas.⁴⁸

In 1975 the Chinese officially disclosed in a memorandum to President Gerald Ford that Schwartz and Snoddy had been killed in the crash and buried at the crash site. At the time the Chinese indicated that it was impossible to locate their remains due to the number of years that had passed since the incident.⁴⁹ For years the U.S. government requested that China provide more information about the fate of several Americans who were reported missing in Chinese territory, including Schwartz and Snoddy.⁵⁰ That day finally came in the late 1990s, when PRC officials sent word that they had information concerning the possible location of the C-47 crash site. In 2002 a CILHI investigative team arrived in China to investigate.

INVESTIGATION

In July 2002 a CILHI investigative team arrived in China to survey the site where the C-47 reportedly crashed and where Schwartz and Snoddy were buried. Team members met with PRC government officials, who reported that they had located the witness who had observed the aircraft being shot down and had participated in burying the two pilots killed in the incident at the crash site. On 20 July team members interviewed the witness, Mr. Wang Xiangzhi, a 78-year-old farmer at the village of Sandao. According to Wang, at around midnight on 29 November 1952 he was standing in the doorway of his house when he first saw the aircraft. It flew in from the east and circled once. He then heard gunfire and saw the aircraft on fire before it disappeared beyond his field of view. At around 0400 Mr. Lin, the village government party secretary, on orders received by the local military unit ordered Wang and four other villagers to go to the site. Wang arrived at the site around 0600, some six hours after the aircraft went down. He reported that the aircraft had blown through treetops and hit a small hill. According to his

⁴⁵ Interview with Downey.

⁴⁶ Interview with Fecteau; and Interview with Downey.

⁴⁷ Leary, *Perilous Missions*, 140.

⁴⁸ A photograph of the memorial and the names inscribed thereon appears at the Eugene McDermott Library Special Collections Department at the University of Texas at Dallas, Online: <http://www.utdallas.edu/library/special/cataa.html>.

⁴⁹ Associated Press, "U.S. Asks for help in accounting for Korean War MIAs," *Morning Sun.net.*, posted 9 April 1999, Online: http://www.morningsun.net/stories/040999/usw_0409990024.shtml.
Ibid.

⁵⁰ Associated Press, "Clinton Likely to Ask Zhu about MIAs from Korean War," *Washington Times*; Burns, "Ex-Korean GIs to Fly to Beijing;" and Associated Press, "U.S. Asks for help in accounting for Korean War MIAs," *Morning Sun.net.*, posted 9 April 1999, Online: http://www.morningsun.net/stories/040999/usw_0409990024.shtml.

description, the aircraft had been largely consumed by fire; only wires and pieces of aircraft wreckage remained. Wang also observed two charred bodies. Wang reported that he and the other villagers buried the bodies under approximately five inches of earth and snow in a depression that the aircraft had created when it crashed. When team members interviewed Wang a second time on 25 July he elaborated that all that was left of the aircraft when he arrived was cables and wires, and clarified that he and the three other villagers did not truly bury the two bodies but simply covered them with soil and snow.⁵¹

From 22 to 25 July the team surveyed the site where Wang reported that the plane had crashed. Unfortunately, Wang could not accompany the team due to the difficulty in accessing the site, which required team members to use a sling to cross a river made turbulent by recent rains. He did, however, lead the team to the edge of the river and point to the area where the aircraft went down. The team arrived at the site where the witness indicated the aircraft had crashed, where they spent several days clearing the site and digging test pits. During the survey the investigative team found possible aircraft wreckage in the form of a heavily riveted small sheet of metal with olive-green paint attached thereon. The team did not find any remains or personal effects. The CILHI recovery leader recommended that the site be excavated.⁵²

In June 2004 a JPAC recovery team arrived in China to excavate the site. Wang led the team to where he believed the aircraft crashed and where he buried the bodies. While there, a second witness, Shu Shao Hua, reported that in 1973 a work crew, using heavy equipment, had cleared the crash site of shrubs, rocks, and grasses so that the area could be used for farming. He reported that while they were moving the dirt down slope, the crew found a small amount of bones, which they removed to an area outside the crash scene.

The recovery team excavated the crash site, which encompassed the area Wang pointed out as where he had buried the two bodies some 60 years earlier. The team was unable to identify a burial site. From the crash site the team recovered possible human remains and personal effects and material evidence, including a Parker mechanical pencil, boot fragments, and a Rolex Oyster watch body, case registration number 613482.⁵³ This serial number indicates the watch was manufactured between 1947-1950.⁵⁴ The team also recovered several pieces of

⁵¹ Information obtained by Mr. Aaron Lehl, JPAC Analyst, during the mission; and Detailed Report of Investigation of Site CH-00012 Conducted During Mission 02-2C, 281916Z AUG 02. According to Wang, villagers reportedly took some of these wires and other small pieces of wreckage to their homes. When asked if anyone would still have such items, he answered that he believed the wreckage has long been thrown away. He did not know of anyone who might still have such wreckage.

⁵² Detailed Report of Investigation of Site CH-00012 Conducted During Mission 02-2C, 281916Z AUG 02.

⁵³ Detailed Report of Excavation of CW-12 (Site CH-00012) Conducted During Joint Field Activity 04-3CH in the People's Republic of China, 182044Z Oct 04; and Franklin Damann, MA., JPAC Anthropologist, "Search and Recovery Report 2004/CIL/050, an Isolated Burial Associated with a Civil Air Transport C-47 Aircraft Crash (CH-00012) in the Chang Baishan Mountains, Antu County, Jilin Province, People's Republic of China, 9 through 28 June 2004," 30 September 2004.

⁵⁴ Quality-Time, Online at: <http://www.qualitytyme.net/pages/numbers.html>; and James Dowling's Book Update and Rolex Serial Number Dating, Online at: <http://www.timezone.com/library/archives/archives0104>, both indicate that the serial number 613428 would have been manufactured between 1947-1948. Other links, however, indicate the watch would have been manufactured between 1949-1950. See Howard Frum Jewelers, Online at: <http://www.howardfrum.com/serial.htm>; and Time Merchants, Online at: <http://www.timemERCHANTS.com/serial.htm>.

aircraft wreckage. One was an electrical part manufactured in Urbana, Ohio, by "Grimes Manufacturing Co.," another a hose clamp manufactured by "Witter MFG" out of Chicago; an electrical part made in the U.S. by an unidentified company; and a metal tab from a hose clamp indicating it was manufactured in 1950.⁵⁵ A majority of the aircraft wreckage exhibited signs of burning.⁵⁶

The paucity of aircraft wreckage and remains at the site is explicable. According to Wang, Downey, and Fecteau, the aircraft was on fire when it crashed. Wang added that by the time he arrived the fire had consumed all but parts of the airframe and wires, and the pieces of evidence the team recovered from the site exhibited signs of being burned. It is possible that the fire incinerated a majority of the combustible parts of the aircraft. Wang further reported that local villagers scavenged these during the following months and years. It is also possible that parts that did not burn were transported away from the scene prior to Wang's arrival as close to six hours elapsed from the time the aircraft crashed and the time he arrived at the site. The C-47's mission had been compromised almost a full month prior to it being shot down, affording the Chinese ample time to prepare for its arrival. Because the aircraft was using a novel agent extraction system and had two U.S. Central Intelligence Agency officers aboard, the Chinese likely considered the aircraft of high intelligence value. Thus, it is possible that they planned to, and might have, quickly transported the remaining wreckage away from the site for a thorough examination prior to Wang's arrival, or hauled it away to conceal the crash site. Furthermore, Wang reported that villagers removed some of the remaining bits of wreckage from the site in the years after the incident, and the other witness the recovery team interviewed, Shu Shao Hua, reported that the site had been cleared for farming 30 years before, and that during that time some remains were removed from the site. The shallow "burial" of the bodies, fauna in the area, and the 50 years of elapsed time, likely degraded the site further.

Upon returning to Hawaii, the remains, personal effects, and material evidence were assigned accession number 2004-096. Personnel records of both Schwartz and Snoddy were not available to compare against the remains recovered. Both men had served in the U.S. armed forces prior to joining CAT, Schwartz in the Marine Corps and Snoddy in the Navy.⁵⁷ The National Personnel Records Center did not have personnel files for either man, however, and neither did the CAT Archives at the University of Texas at Dallas nor the Central Intelligence Agency.⁵⁸

⁵⁵ Detailed Report of Excavation of CW-12 (Site CH-00012); and E-mail from Rill Reese, Smithsonian Institution, National Air and Space Museum, to Aaron N. Lehl, 30 July 2004. Mr. Reese, an aircraft specialist at NASM, believes that Grimes manufactured lighting components for aircraft, such as position lights and landing lights. "Obviously, they [the pieces of wreckage recovered from the site] are from an American aircraft," he added.

⁵⁶ Detailed Report of Excavation of CW-12 (Site CH-00012) Conducted During Joint Field Activity 04-3CH in the People's Republic of China, 182044Z OCT 04.

⁵⁷ Leary, *Perilous Missions*, 139.

⁵⁸ E-mail from Mr. Lee A. Manning, OSD-DPMO, to Chris McDermott, JPAC Historian, 15 July 2004; E-mail from Dr. Eric D. Carlson, Department Head for Special Collections, Eugene McDermott Library Special Collections, which houses the CAT Archives, 13 October 2004; and E-mail from Patsy Hallums, Central Intelligence Agency, to Aaron N. Lehl, 9 November 2004.

ANALYTICAL SUMMARY

On 29 November 1952 Chinese forces shot down the C-47, serial number B-813, carrying Schwartz, Snoddy, Fecteau, and Downey in Jilin Province. Evidence suggests that Schwartz and Snoddy were killed in the crash and that the crash site the JPAC recovery team excavated, and from where they recovered human remains, correlates with this incident. The JPAC recovery team found U.S. manufactured aircraft wreckage. The date stamp of 1950 on one of the parts eliminates the aircraft involved from being a World War II-era loss, as does the Rolex, because its serial number indicates it was manufactured between 1947-1950. Furthermore, the location of the crash site is consistent with U.S. and Chinese government historical accounts of where the C-47 crashed.

According to the heavily redacted report "The Downey-Fecteau Case," approved for release in August 1992, if the C-47 "crashed at or near the point of rendezvous, it would be some 20 miles north of the Yalu River."⁵⁹ The aircraft crash site the JPAC team excavated is only approximately 30 miles north of the Yalu River. Furthermore, the translated "Judgment of the Military Tribunal of the Supreme People's Court of the People's Republic of China on the 11 U.S. Spies Involved in the Downey-Fecteau Espionage Case," also approved for release in August 1992, indicates that the C-47 was shot down in Kirin Province, northeast China.⁶⁰ Jilin Province is often referred to as Kirin Province.⁶¹ Neither Dr. Leary nor Dr. Carlson know of any other CAT aircraft lost in the area, and available information indicates that the only U.S. aircraft lost in proximity of the crash site post 1950 is the subject C-47.

Wang's testimony that the aircraft he observed crashed during the night of 29 November 1952 matches the time of day and date the subject C-47 crashed. His description that the aircraft was on fire is consistent with both Downey's and Fecteau's account and with evidence the JPAC recovery team uncovered at the scene, which exhibited signs of burning. Neither Downey nor Fecteau saw either Schwartz or Snoddy depart the plane, and their Chinese interrogators told them that both had perished in the aircraft.⁶² Both Downey and Fecteau believe Schwartz and Snoddy were dead therein, as does Dr. Leary, and no information has surfaced indicating otherwise.⁶³ Wang's description of the bodies he observed is consistent with the condition of bodies that have been burned. Research and analysis of historical records, documentary material associated with CW-12, information provided by Downey, Fecteau, and Wang, and evidence recovered from the site elucidated above, indicate with a high degree of probability that the

⁵⁹ MORI DocID: 42389, CIA Report on the background of the Downey-Fecteau Case, approved for release in August 2000.

⁶⁰ MORI DocID: 42382, Message describing full text of the judgment of the military tribunal of the Supreme People's Court of the People's Republic of China (PRC) on 11 U.S. spies involved in the Downey-Fecteau espionage case, 23 November 1954.

⁶¹ China Provinces, Online: <http://hua.umf.maine.edu/Chinese/maps/provincestable.html>

⁶² Interview with Mr. Downey; and Interview with Mr. Fecteau.

⁶³ Interview with Mr. Downey; Interview with Mr. Fecteau; and Leary, *Perilous Missions*, 140.

remains the JPAC team recovered from the crash site are those of Norman A. Schwartz or Robert C. Snoddy or both.

RECOMMENDATIONS

The author of this report submits that the information presented herein substantiates that the aircraft crash site the recovery team excavated correlates to the C-47, serial number B-813, that was shot down on 29 November 1952, and recommends that this report be forwarded to the JPAC Central Identification Laboratory as evidence supporting the identification of the remains recovered from the site as Robert C. Snoddy.



AARON N. LEHL, J.D.

J2 Analyst

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**FORENSIC ANTHROPOLOGY REPORT:
CIL 2004-096-I-01**

JPAC CENTRAL IDENTIFICATION LABORATORY

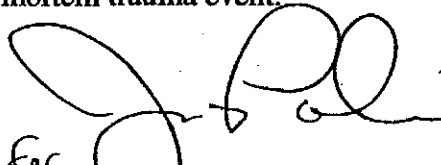
21 January 2005

RESULTS OF ANALYSIS

The remains designated CIL 2004-096-I-01 consist of a mandibular premolar (tooth #21) and a maxillary molar (possible tooth #15) both with amalgam restorations (See Forensic Odontology Report) and one postcranial (probable unsided radial or ulnar) shaft fragment (Figure 1). On 13 and 21 October 2004 samples were taken from each of these elements and sent to the Armed Forces DNA Identification Laboratory (AFDIL) for analysis. The AFDIL reported sequences for both teeth and the bone fragment that are relatively rare in comparison with their database and match a submitted Family Reference Sample.

The postcranial bone fragment is soil-stained light brown and has infiltrating rootlets and soil, which is consistent with ground contact over a prolonged period of time. The fragment exhibits some cortical exfoliation. The overall condition of the remains is fair. A minimum of one individual is represented and there is no apparent duplication of elements. Overall morphological development of the teeth and apices, as well as the robusticity of the bone fragment suggests an adult individual. Sex, race, and stature could not be determined. Fractures are located on both ends of this bone fragment. On one end, the fracture margins are sharp and they radiate along the bone shaft and on the other end, the margins are rounded and not as sharp. These fracture margins are consistent in color and appearance with the surrounding external cortex, indicating the bone was fractured during the perimortem time period (Galloway 1999).

The remains designated CIL 2004-096-I-01 represent an adult individual of undetermined race, sex, and stature, who experienced a perimortem trauma event.


C. E. MOORE II, PhD
Anthropologist

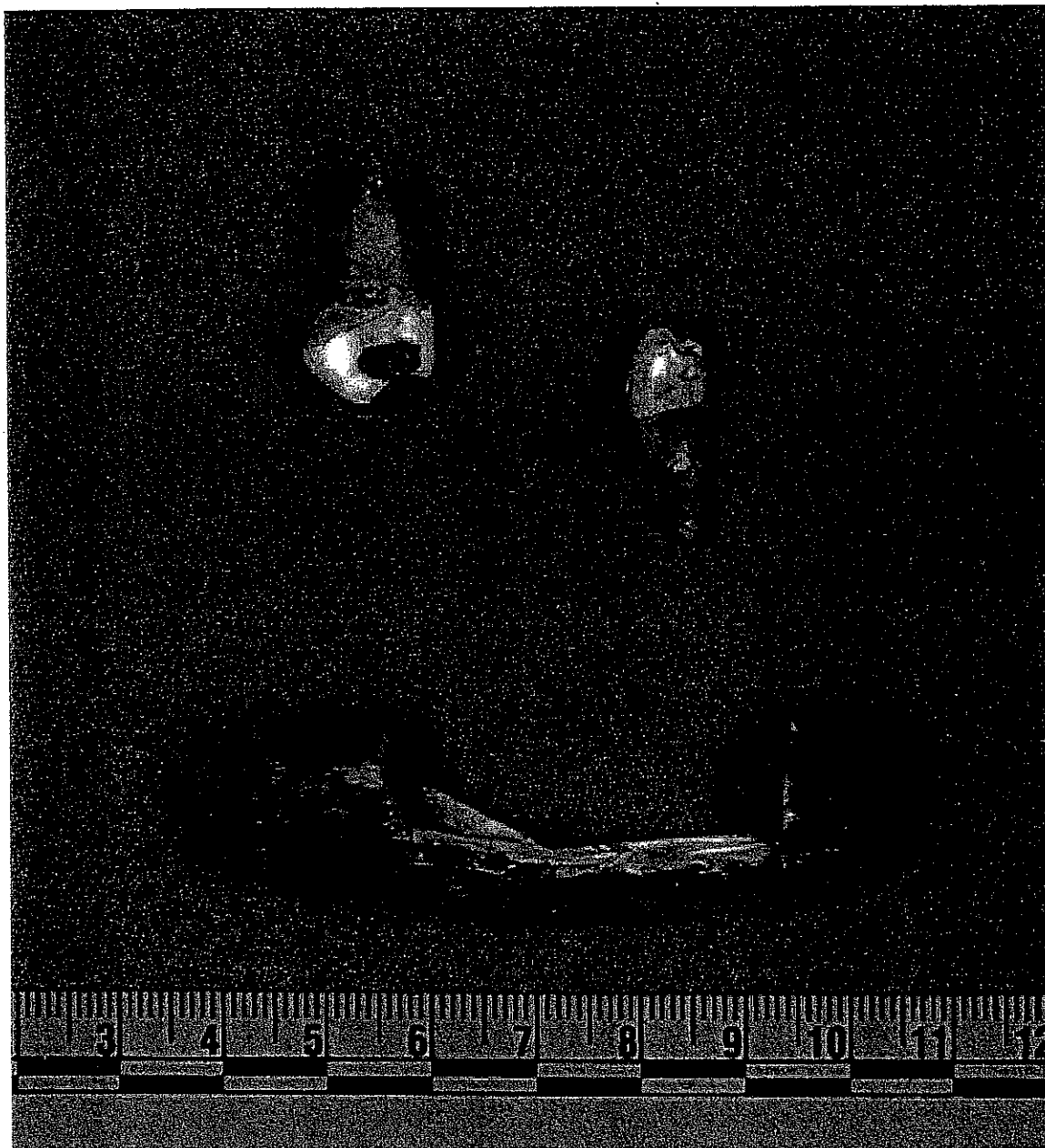


Figure 1. Skeletal remains designated CIL 2004-096-I-01. Scale is in cm.

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FORENSIC ODONTOLOGY REPORT:
CIL 2004-096-I-01

JPAC CENTRAL IDENTIFICATION LABORATORY

20 January 2005

DENTAL REMAINS

The dental remains of CIL 2004-096-I-01 consist of a maxillary left molar (possibly #15) and a mandibular left premolar (tooth #21). The maxillary left molar displays a mesial-occlusal silver amalgam and a distal-occlusal-facial silver amalgam, while tooth #21 is restored with a mesial-occlusal silver amalgam.

Both teeth were sampled for mitochondrial DNA (mtDNA) analysis, and repaired with wax. Photographs and digital radiographs were taken of the teeth (Figures 1-2).

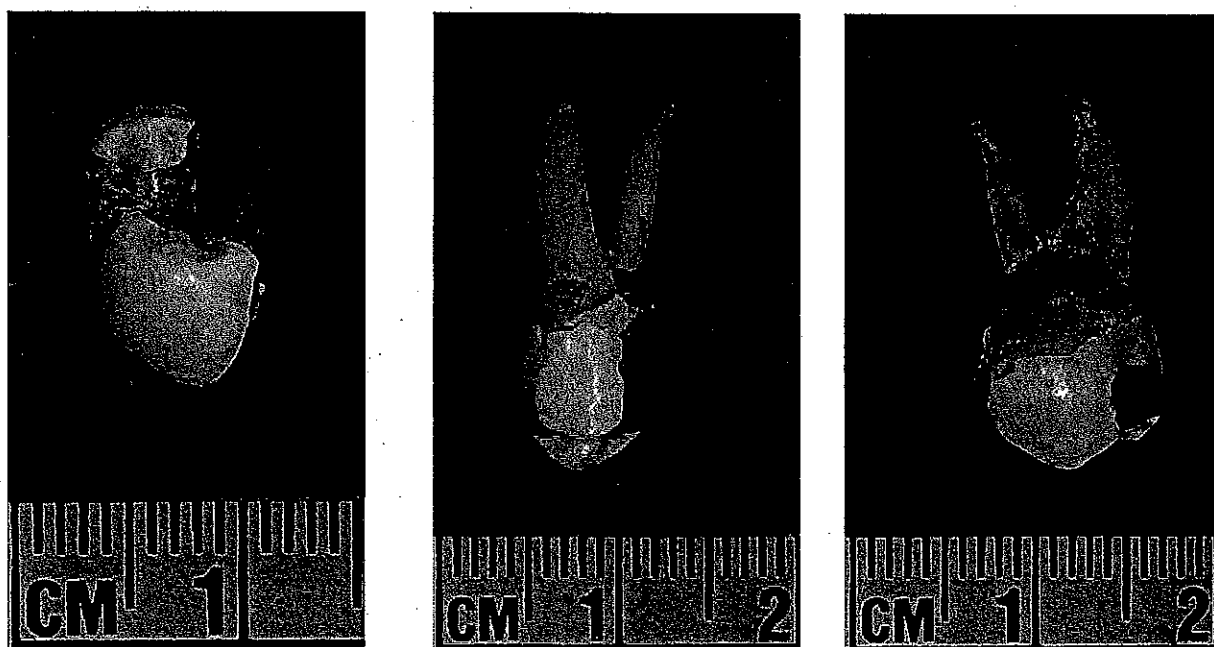


Figure 1. CIL 2004-096-I-01 Maxillary left molar: occlusal, facial, and lingual views, respectively. Scale is in centimeters.

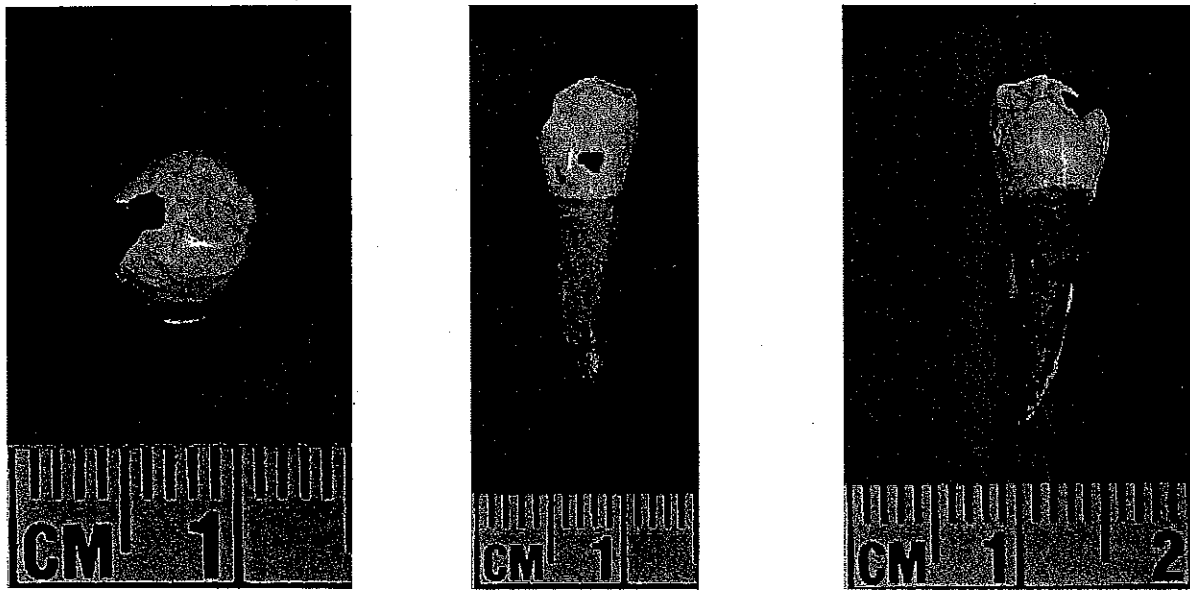


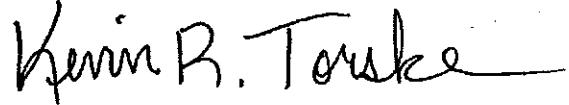
Figure 2. CIL 2004-096-I-01 Tooth #21: occlusal, facial, and lingual views, respectively. Scale is in centimeters.

ANTEMORTEM DENTAL INFORMATION

No antemortem dental information is available for Mr. Robert SNODDY.

COMPARISON

A dental comparison between the postmortem remains and Mr. SNODDY cannot be performed due to lack of antemortem dental information.

A handwritten signature in black ink, reading "Kevin R. Torske". The signature is fluid and cursive, with a long horizontal stroke at the end.

KEVIN R. TORSKE, DDS
CDR(s), DC, USN
Odontologist



DEPARTMENT OF DEFENSE
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Office of the Armed Forces
Medical Examiner (40-31a)

AFIP Accession No. 2957108-02
SNODDY, Robert C.
CIL Case No. 2004-096
AFDIL Case No. 2004H-1504

JAN 26 2005

Scientific Director, CIL
Joint POW/MIA Accounting Command
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CONSULTATION REPORT ON CONTRIBUTOR MATERIAL

1. Report Summary

- a. This is a report of mitochondrial DNA (mtDNA) sequence analysis that involves unidentified skeletal remains from a Cold War case and a comparison to four references listed in 2b. representing two families presumed to be associated with the remains.
- b. Previous reports provided sequence information for Samples 01A through 03A from CIL Case No. 2004-096 (AFDIL Case No. 2004H-1504).
- c. The mtDNA sequence information obtained from the specimens listed below is consistent with the mtDNA sequence information obtained from Martha R. Boss and Theodore A. Boss, sister and nephew of Robert C. Snoddy, respectively. No other references listed in 2b. are consistent with the specimens listed below.

| <u>CIL Sample No.</u> | <u>AFDIL Specimen No.</u> | <u>Specimen</u> |
|-----------------------|---------------------------|--------------------|
| 01A | 01A | Long Bone Fragment |
| 02A | 02A | Max. Lt. Molar |
| 03A | 03A | Man. Premolar |

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2. Specimens Received

a. Evidence Received

| <u>CIL Sample No.</u> | <u>AFDIL Specimen No.</u> | <u>Specimen</u> | <u>Disposition of evidence</u> |
|---------------------------|-------------------------------|-----------------------|------------------------------------|
| 01A | 01A | Long Bone Fragment | C |
| 02A | 02A | Max. Lt. Molar | C |
| 03A | 03A | Man. Premolar | C |

b. References Received

| <u>Unidentified Individual</u> | <u>Reference</u> |
|--------------------------------|--------------------|
| Norman Schwartz | Betty S. Kirzinger |
| Norman Schwartz | Erik B. Kirzinger |
| Robert C. Snoddy | Martha R. Boss |
| Robert C. Snoddy | Theodore A. Boss |

3. Methods

DNA was extracted, amplified, and mtDNA sequence analysis was performed.

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4. The table below provides information regarding the number of confirmed bases generated and the number of times each sequence has been observed in the following databases (sequence ranges vary): African American (AFAM), African-Sierra Leone (AFSL), Egyptian (AFEG), Caucasian (CAUC), Hispanic (HIS), Japanese (JPN), Korean (KOR), Thai (THAI), Chinese/Taiwanese (CHN/TAI), Navajo (NAV), Apache (APA), Guam (GUAM), Indian (IND), and Pakistani (PAK). The reported sequences can be found on the following pages.

| Specimen | AFDIL Spec. No. | No. Bases ^a | Number of Observations ^b | | | | | | | | | | | | | | Total n=4839 |
|-------------------------------|-----------------|------------------------|-------------------------------------|------------|-----------|-------------|-----------|-----------|-----------|-----------|---------------|-----------|-----------|-----------|----------|---------|--------------|
| | | | AFAM n=1148 | AFSL n=109 | AFEG n=75 | CAUC n=1655 | HIS n=686 | JPN n=163 | KOR n=182 | THAI n=52 | CHN/TAI n=329 | NAV n=146 | APA n=180 | GUAM n=87 | IND n=19 | PAK n=8 | |
| Long Bone Fragment Sample 01A | 01A | 679 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Max. Lt. Molar Sample 02A | 02A | 666 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Man. Premolar Sample 03A | 03A | 666 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Martha R. Boss | 2000F-1013 | 773 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Theodore A. Boss | 2000F-1014 | 763 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

^a number of bases of sequence information obtained from the PCR products of DNA extracted from the specimen (Standard Hypervariable Regions one and two consist of approximately 610 bases)

^b number of occurrences of specimen sequence information when compared to a database of unrelated individuals in a specific population


 Suzi M. Edson Date 01/19/05
 Supervisory DNA Analyst
 Armed Forces DNA
 Identification Laboratory


 Suzanne M. Barritt-Ross Date 1/24/05
 Technical Leader
 Armed Forces DNA
 Identification Laboratory

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Appendix A. Mitochondrial DNA Sequence Results

Hypervariable Region One

| | | | | | |
|--|---|---|--|--|--|
| 16030 TTCTTTC ----- ----- ----- ----- ----- | 16040 ATGGGGAAGC ----- ----- ----- ----- ----- | 16050 AGATTGGGT ----- ----- ----- ----- ----- | 16060 ACCACCCAAG ----- ----- ----- ----- ----- | 16070 TATTGACTCA ----- ----- ----- ----- ----- | Standard Long Bone (01A) Max. L. Molar (02A) Man. Premolar (03A) M. Boss T. Boss |
| 16080 CCCATCAACA ----- ----- ----- ----- ----- | 16090 ACCGCTATGT ----- ----- ----- ----- ----- | 16100 ATTCGTACA ----- ----- ----- ----- ----- | 16110 TTACTGCCAG ----- ----- ----- ----- ----- | 16120 CCACCATGAA ----- ----- ----- ----- ----- | Standard Long Bone (01A) Max. L. Molar (02A) Man. Premolar (03A) M. Boss T. Boss |
| 16130 TATTGTACGG -----C----- -----C----- -----C----- -----C----- -----C----- | 16140 TACCATAAAT ----- ----- ----- ----- ----- | 16150 ACTTGACCAC ----- ----- ----- ----- ----- | 16160 CTGTAGTACA ----- ----- ----- ----- ----- | 16170 TAAAAACCCA -----G----- -----G----- -----G----- -----G----- -----G----- | Standard Long Bone (01A) Max. L. Molar (02A) Man. Premolar (03A) M. Boss T. Boss |
| 16180 ATCCACATCA ----- ----- ----- ----- ----- | 16190 AAACCCCTC -----T-C----- -----T-C----- -----T-C----- -----T-C----- -----T-C----- | 16200 CCCATGCTTA ----- ----- ----- ----- ----- | 16210 CAAGCAAGTA ----- ----- ----- ----- ----- | 16220 CAGCAATCAA ----- ----- ----- ----- ----- | Standard Long Bone (01A) Max. L. Molar (02A) Man. Premolar (03A) M. Boss T. Boss |
| 16230 CCCTCAACTA ----- ----- ----- ----- ----- | 16240 TCACACATCA ----- ----- ----- ----- ----- | 16250 ACTGCAACTC ----- ----- ----- ----- ----- | 16260 CAAAGCCACC ----- ----- ----- ----- ----- | 16270 CCTCACCCAC ----- ----- ----- ----- ----- | Standard Long Bone (01A) Max. L. Molar (02A) Man. Premolar (03A) M. Boss T. Boss |
| 16280 TAGGATACCA ----- ----- ----- ----- ----- | 16290 ACAAACCTAC ----- ----- ----- ----- ----- | 16300 CCACCTTAA -----T----- -----T----- -----T----- -----T----- -----T----- | 16310 CAGTACATAG ----- ----- ----- ----- ----- | 16320 TACATAAAGC ----- ----- ----- ----- ----- | Standard Long Bone (01A) Max. L. Molar (02A) Man. Premolar (03A) M. Boss T. Boss |

For interpretation of these results, see the Interpretation Key.

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Appendix A. Mitochondrial DNA Sequence Results (continued)

Hypervariable Region One (continued)

| | | | | |
|--|--|--|--|--|
| 16330 CATTTACCGT ----- ----- ----- ----- ----- | 16340 ACATAGCACA ----- ----- ----- ----- ----- | 16350 TTACAGTCAA ----- ----- ----- ----- ----- | 16360 ATCCCTTCTC ----- ----- ----- ----- ----- | 16370 GTCCCCATGG ----- ----- ----- ----- ----- |
| 16380 ATGACCCCCC ----- ----- ----- ----- ----- | 16390 TCAGATAGGG ----- ----- ----- ----- ----- | G ----- ----- ----- ----- ----- | | |

Standard

Long Bone (01A)
Max. L. Molar (02A)
Man. Premolar (03A)
M. Boss
T. Boss

Standard

Long Bone (01A)
Max. L. Molar (02A)
Man. Premolar (03A)
M. Boss
T. Boss

For interpretation of these results, see the Interpretation Key.

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Appendix A. Mitochondrial DNA Sequence Results (continued)

Hypervariable Region Two

| | | | | | |
|-------------------|-------------------|-------------------|-------------------|--------------------|--|
| 30 ATTAACCACT | 40 CACGGGAGCT | 50 CTCCATGCAT | 60 TTGGTATTTT | 70 CGTCTGGGGG | Standard Long Bone (01A) Max. L. Molar (02A) Man. Premolar (03A) M. BOSS T. BOSS |
| 80 GTATGCACGC | 90 GATAGCATTG | 100 CGAGACGCTG | 110 GAGCCGGAGC | 120 ACCCTATGTC | Standard Long Bone (01A) Max. L. Molar (02A) Man. Premolar (03A) M. BOSS T. BOSS |
| 130 GCAGTATCTG | 140 TCTTTGATTG | 150 CTGCCTCATC | 160 CTATTATTTA | 170 TCGCACCTAC | Standard Long Bone (01A) Max. L. Molar (02A) Man. Premolar (03A) M. BOSS T. BOSS |
| 180 GTTCAATATT | 190 ACAGGCGAAC | 200 ATACTTACTA | 210 AAGTGTGTTA | 220 ATTAATTAAT | Standard Long Bone (01A) Max. L. Molar (02A) Man. Premolar (03A) M. BOSS T. BOSS |
| 230 GCTTGTAAGA | 240 CATAATAATA | 250 ACAATTGAAT | 260 GTCTGCACAG | 270 CCACTTTCCA | Standard Long Bone (01A) Max. L. Molar (02A) Man. Premolar (03A) M. BOSS T. BOSS |
| 280 CACAGACATC | 290 ATAACAAAAA | 300 ATTTCCACCA | 310 AACCCCCC*T | 320 CCCCC*GCTTC | Standard Long Bone (01A) Max. L. Molar (02A) Man. Premolar (03A) M. BOSS T. BOSS |

For interpretation of these results, see the Interpretation Key.

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Appendix A. Mitochondrial DNA Sequence Results (continued)

Hypervariable Region Two (continued)

| | | | | | |
|-------------------|-------------------|-------------------|-------------------|-------------------|--|
| 330 TGGCCACAGC | 340 ACTTAAACAC | 350 ATCTCTGCCA | 360 AACCCCAAAA | 370 ACAAAGAACC | Standard Long Bone (01A) Max. L. Molar (02A) Man. Premolar (03A) M. BOSS T. BOSS |
| ----- | ----- | ----- | ----- | ----- | |
| ----- | ----- | ----- | ----- | ----- | |
| ----- | ----- | ----- | ----- | ----- | |
| ----- | ----- | ----- | ----- | ----- | |
| ----- | ----- | ----- | ----- | ----- | |
| 380 CTAACACCAG | 390 CCTAACCAGA | 400 TTTCAAATTT | 410 TATCTTTTGG | 420 CGGTATGCAC | Standard Long Bone (01A) Max. L. Molar (02A) Man. Premolar (03A) M. BOSS T. BOSS |
| ----- | ----- | ----- | ----- | ----- | |
| ----- | ----- | ----- | ----- | ----- | |
| ----- | ----- | ----- | ----- | ----- | |
| ----- | ----- | ----- | ----- | ----- | |
| ----- | ----- | ----- | ----- | ----- | |
| 430 TTTAAACAGT | 440 CACCCCCCAA | 450 CTAACACATT | 460 ATTTTCCCCT | 470 CCCACCTCCA | Standard Long Bone (01A) Max. L. Molar (02A) Man. Premolar (03A) M. BOSS T. BOSS |
| ----- | ----- | ----- | ----- | ----- | |
| ----- | ----- | ----- | ----- | ----- | |

For interpretation of these results, see the Interpretation Key.

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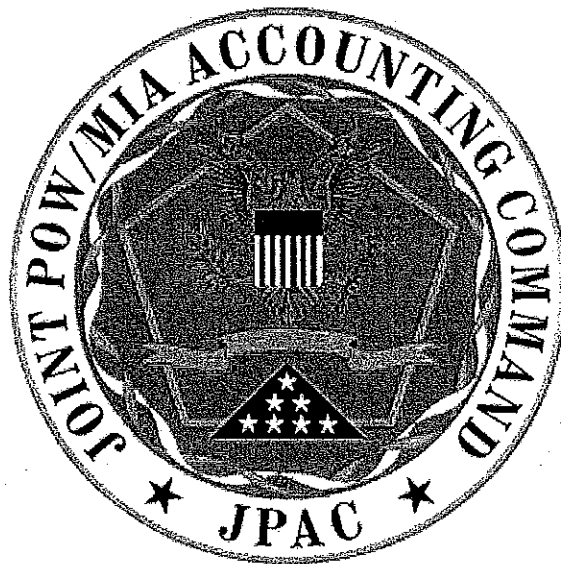
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AFDIL Case No. 2004H-1504

INTERPRETATION KEY

A dashed line indicates base positions that are identical to the published standard sequence. The following notations may apply:

- a. Transition or transversion polymorphisms are designated by the appropriate letter (base).
- b. A deletion is designated by a "D."
- c. An insertion is designated by an asterisk (*) within the standard sequence.
 - i. The specific base insertion is designated by the appropriate letter.
 - ii. Polycytosine stretches are often difficult to interpret. A possible cause may be the presence of a mixture of length variants in the mtDNA of an individual. A predominant length species is often apparent; however, the frequency of a particular length species cannot be determined accurately and may vary between maternal relatives. The sequence reported for Hypervariable Region 1 (HV1) represents the first 10 cytosines observed, beginning at position 16184. The sequence reported for Hypervariable Region 2 (HV2) represents the number of cytosines present in the predominant base sequence. When no predominant base sequence is observed, then the insertions that could not be confirmed are designated by an "N." An exception is when the HV2 polycytosine stretch contains a 310 T-C polymorphism. In this case, the sequence reported for HV2 represents the first 13 cytosines observed, beginning at position 303. An ambiguous base within the first 13 cytosines is designated as an "N".
- d. A position that could not be confirmed is designated by an "N."
- e. The absence of any notation represents sequence that could not be obtained.
- f. Disposition of evidence codes
S: Stored at AFDIL
C: Evidence consumed in testing process
R: Evidence returned to submitting agency

**Search and Recovery Report 2004/CIL/050, an Isolated Burial
Associated with a Civil Air Transport C-47 Aircraft Crash
(CH-00012) in the Chang Baishan Mountains, Antu County, Jilin
Province, People's Republic of China, 9 Through 28 June 2004**



Franklin E. Damann, MA

**Joint POW/MIA Accounting Command
Central Identification Laboratory
310 Worchester Avenue
Hickam AFB, HI 96853-5530**

30 September 2004

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**Search and Recovery Report 2004/CIL/050, an Isolated Burial
Associated with a Civil Air Transport C-47 Aircraft Crash
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Province, People's Republic of China, 9 Through 28 June 2004**

JPAC CENTRAL IDENTIFICATION LABORATORY

30 September 2004

INTRODUCTION

During the 04-03CH mission, a Joint POW/MIA Accounting Command (JPAC) Recovery Team (RT) excavated an area believed to be the crash location associated with the 1952 loss of a U.S. Civil Air Transport (CAT) C-47 aircraft engaged in a covert agent pick up. The two pilots were allegedly killed in the crash and buried at the crash site located southeast of Sandao Township, Antu County, Jilin Province, People's Republic of China (P.R.C.) (Figure 1). Between 9 and 28 June 2004, the RT excavated 632 m² at an average depth of 30 centimeters below ground surface (cmbs) to incident sterile soil. Possible human remains and personal effects were recovered. Material evidence and aircraft wreckage recovered during the excavation appears consistent with standard U.S. military equipment. In addition, a *terminus post quem* obtained from date-stamped aircraft wreckage indicates that the incident could not have occurred prior to January 1950. Retained evidence was accessioned at the JPAC-CIL as CIL 2004-096 on 9 July 2004.

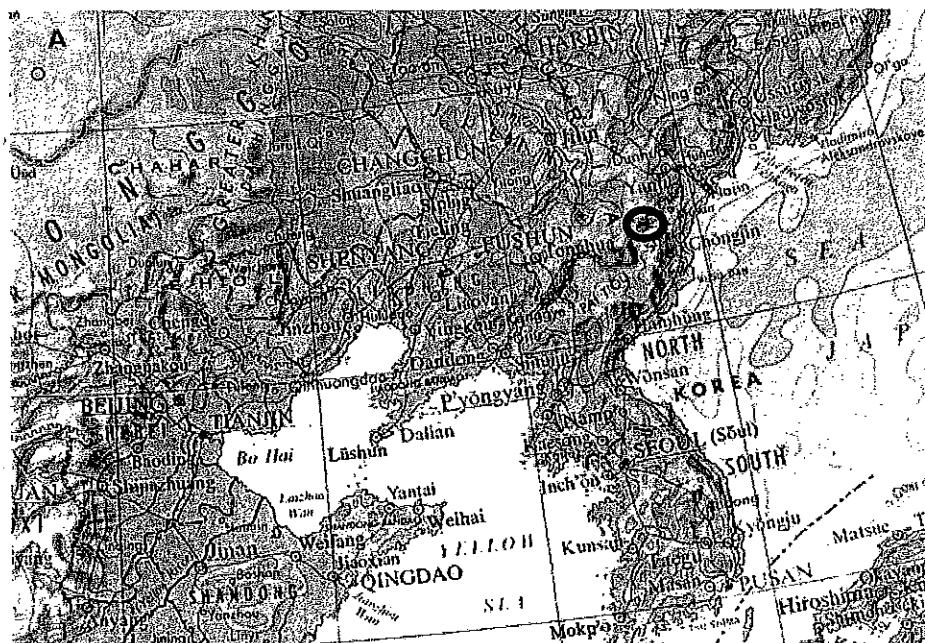


Figure 1. General location of recovery site for CH-00012.

BACKGROUND

On 29 November 1952 a CAT C-47, tail number B-813, piloted by Mr. Norman A. Schwartz and Mr. Robert C. Snoddy, and carrying Central Intelligence Agency officers Mr. John T. Downey and Mr. Richard G. Fecteau, departed K-16 airfield near Seoul, South Korea. Their mission was to extract a Chinese anti-communist agent from Jilin Province, P.R.C. The aircraft arrived at the intended extraction site and jettisoned the extraction gear. The plane departed the immediate area and lingered for approximately 45 minutes before returning for the intended extraction. Apparently, the mission had been compromised. According to Mr. Downey the plane received ground fire and crashed near where it was shot, approximately 12 km southeast of Sandao, Jilin Province, P.R.C. Mr. Fecteau and Mr. Downey survived and were captured within minutes of deplaning. Neither Mr. Fecteau nor Mr. Downey saw either pilot exit the aircraft, and both contend that Mr. Swartz and Mr. Snoddy died in the plane.

On 20 July 2002 members of a CILHI Investigative Team interviewed Mr. Wang Xiangzhi (Figure 2) who provided information about the incident and the alleged burial site. During the time of the interview Mr. Wang was approximately 78 years old (born ca. 1924, on "day 28 of lunar month 11"). A synopsis of Mr. Wang's statement follows as written in the Detailed Report of Investigation (REF: CDR USACILHI 281916Z Aug 02; Subj. Detailed Report of Investigation of Site CH-00012 Conducted During Mission 02-2CH).

Mr. Wang was at his residence in Sandao on the night of the incident. He claims that around midnight on 29 November 1952, he saw/heard a plane from his doorway. He stated that the aircraft was flying low, just over the tree line and that the plane made a pass of the area and returned sometime later that evening. According to Mr. Wang, when the aircraft returned to the area he heard gunfire and saw the plane on fire, and shortly thereafter, the aircraft disappeared below the horizon to the east. At approximately 0400, a local official, who was allegedly contacted by the local military unit, asked Mr. Wang to go with four other local villagers to the alleged crash site (whether they were told to go bury the dead or cover/clean-up the site is unclear). According to Mr. Wang, they arrived at the site around 0600. Mr. Wang claimed the fire had consumed all but small aircraft components and portions of the airframe. He found two bodies near what he thought was the cockpit area. The bodies had been burned and were curled up (e.g., in a pugilistic position). Mr. Wang stated that since the ground was frozen, soil recently turned from the crash was placed on top of the bodies. During the first interview, Mr. Wang stated that they placed the bodies together in a five-inch shallow depression that was partly dug by himself and the other four villagers and partly created by the aircraft impact. They then allegedly covered the bodies with soil and snow. In the second interview, the witness indicated that the bodies were neither moved nor placed in a depression. He explained that they were left on the surface and that he and the others covered the bodies with approximately five inches of soil and snow.

Once the RT arrived at the site on 9 June 2004, Mr. Wang Xiangzhi was present and led the team to the area he believed contained the crash site and burial. At this time, Mr. Wang stated that the two pilots were still buckled to their seats, but the seats had been removed from the aircraft and they were sitting upright on the ground in the primary impact area. He further stated

that they laid the bodies down where they found them and then covered them with soil and snow, just as he had mentioned two years prior.

On 26 July 2004, the local Ministry of Foreign Affairs representative presented Mr. Shu Shao Hua (Figure 2), who supposedly was present at the site approximately 20 years after the incident when the topsoil was being removed from the site with heavy equipment. According to Mr. Shu, the area was being prepared for farming; as a result, the topsoil and rocks were removed. During this work, Mr. Shu alleged that the workers uncovered a few pieces of long bones that were placed on a shovel and moved to an area outside their work area. Mr. Shu was provided with metal pin flags to delineate the area where the remains were allegedly reburied.



Figure 2. Photographs of Mr. Wang Xiangzhi (left), alleged witness to the incident and Mr. Shu Shao Hua (right) alleged witness to the site disturbance and secondary burial.

RECOVERY SCENE LOCATION

The crash site (CH-00012) is reached by a one-hour drive from Erdobaier, P.R.C. to a river crossing approximately 40 km southeast of Erdobaier. To get from the river crossing to the site is a five-minute walk, approximately 300 meters through a small wooded area and an abandoned cultivated field. Latitude and longitude at datum (N500/E500) were recorded as N 42 degrees 29 minutes 06.1 seconds E 128 degrees 29 minutes 40.9 seconds using a Garmin III Plus GPS tracking six satellites and using the WGS-84 datum. The converted latitude/longitude coordinate to MGRS is 52 T DN 58471 03755. The site is in the vicinity of Sandao Township, Chang Baishan mountain range, Antu County, Jilin Province, P.R.C. The appropriate map data is as follows: Name: Yanji, China; North Korea, Sheet: NK52-5, Series: 1501 AIR, Edition: 6, Datum: WGS-84, Scale: 1:250,000 (Figure 3).

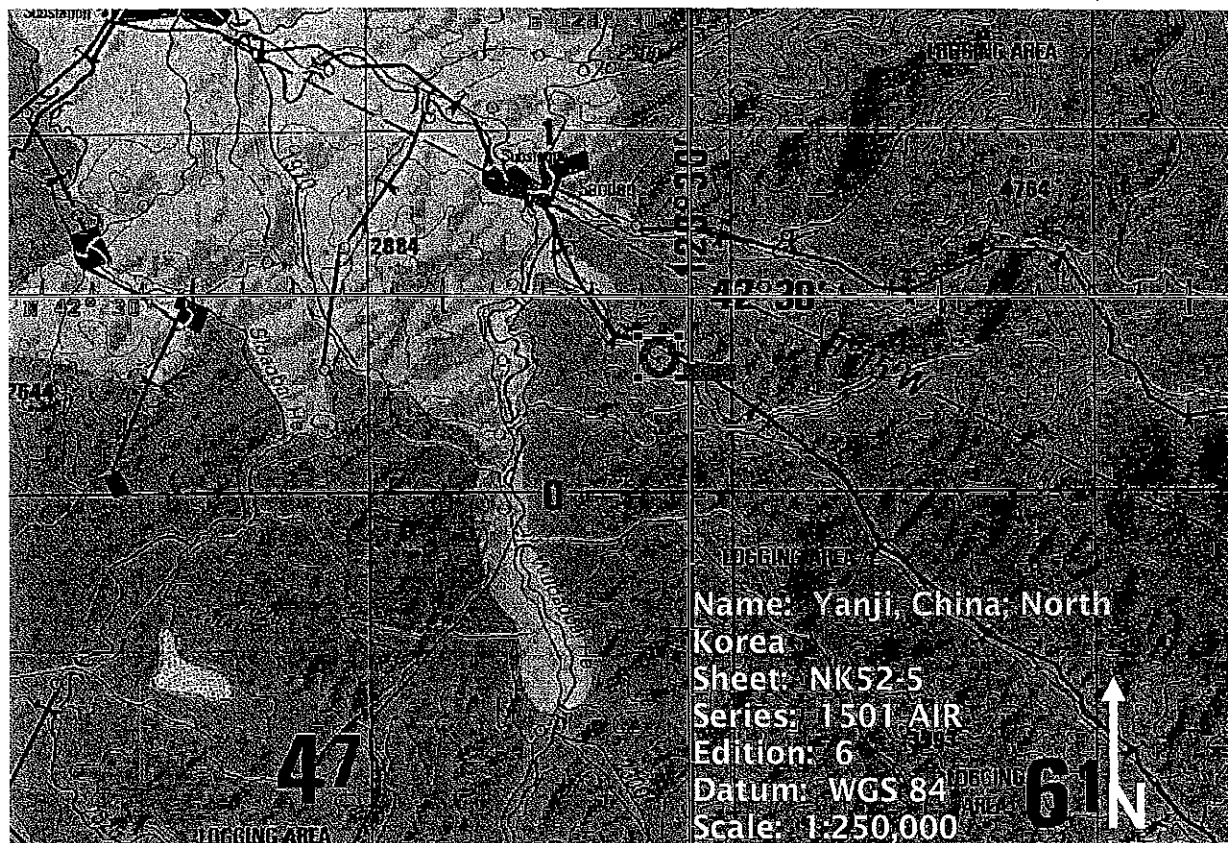


Figure 3. General topographic location of surveyed area for CH-00012.

DESCRIPTION OF RECOVERY SCENE

Site CH-00012 is approximately 700 meters above mean sea level. Sandao township is approximately 12 km from the site, and it is the nearest populated town. The nearest road is a moderately maintained dirt road approximately 400 meters southwest of the site. The nearest water source is a 30-meter wide river that lies between the dirt road and the site, and it is approximately 80 meters south of the site. A two-meter wide suspension bridge had been constructed, facilitating movement across the river.

The area surrounding the site consists of a 10 to 15 degree slope that extends approximately 20 meters north to south and 30 meters east to west. Along the northern perimeter of the site there is a depression that resembles a bog; the ground is saturated and contains clumps of marsh grass. This depression is remarkable in that it may represent the initial crash location, since the area is anomalous with regard to the adjacent topography. On the east side of the site area, there is rock wall that forms an abandoned shelter dug into the adjacent hillside. Spread equably across the site is a series of shovel test pits that were excavated by the investigation team in 2002 (Figure 4).

On-site vegetation includes distinct areas of tall grasses, heavy undergrowth, cultivated fields, and hardwood trees that surround the outer perimeter (Figures 5-7). Many trees in the area have been harvested and replanted within the last 30-40 years. In addition, there is a plot of small trees 15-30 centimeters in diameter between the cultivated field and the alleged crash site. There are pine saplings in the southern end of the cultivated field near the constructed equipment and break areas.

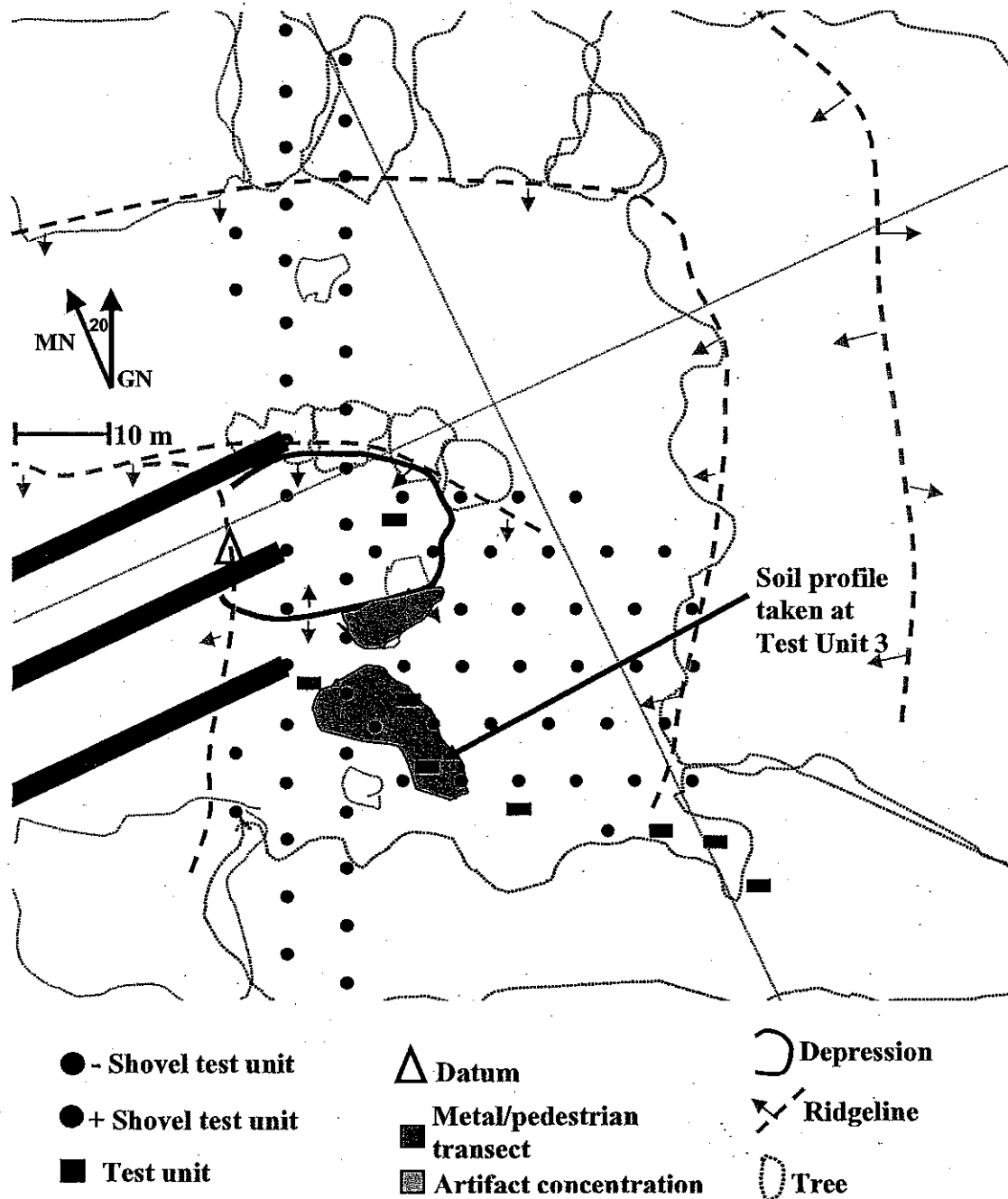


Figure 4. Plan map of CH-00012 surveyed area during 2002-2C.

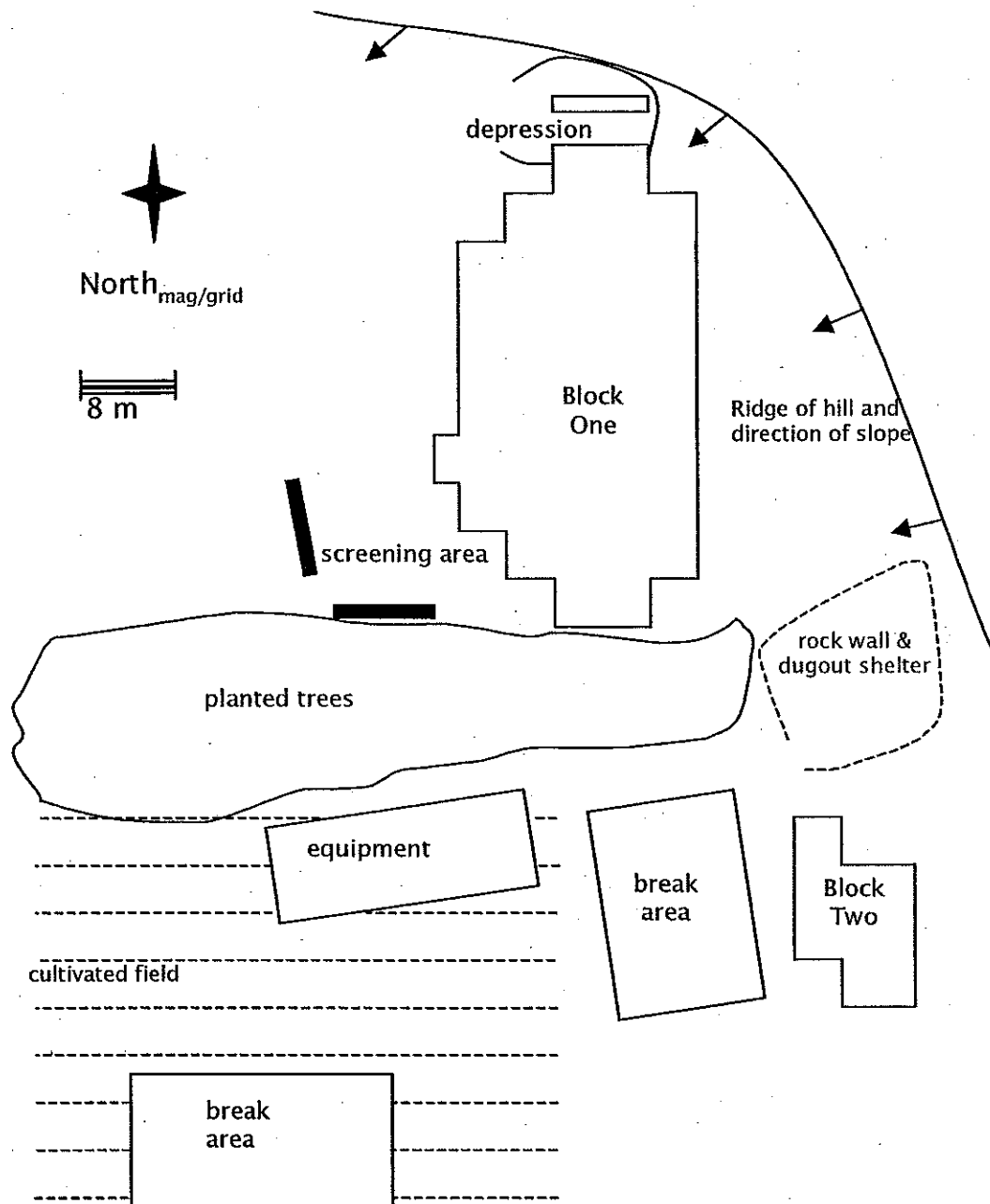


Figure 5. Plan map of site CH-00012 associated with a CAT C-47 crash. Excavated areas are marked in blue.



Figure 6. Photograph of site area following initial clearing. View is north.



Figure 7. Photograph of adjacent field with pine saplings. View is southwest.

Fauna were seen in the area, and local residents provided additional information on native animals, past and present. The recovery team encountered many snakes in the first few days of excavation; the locals say they are poisonous, but their species remain unidentified. Local residents stated that since the incident, there have been many predatory and scavenging fauna in the area, including Siberian tigers, leopards, black bears, lynx, wolves, and rats. Many of the same predatory and scavenging animals remain in the area today, but are encountered with much less frequency than they were 50 years ago.

A low energy transport mechanism characterizes the natural site formation processes in this generally flat, often-saturated region. Rising from the low fields, the crash site is on a small sloping hill of 10-15 degrees. Colluvial and alluvial mechanisms may have caused downslope movement of material, especially with snowmelt every spring, but given the small slope it is unlikely to have affected site integrity dramatically. Cultural activities in the area are more likely to have disturbed the site rather than natural processes. Plowing of the area for farming dominates the soil formation processes of the upper sedimentary layers. The surrounding topsoil sediments are composed of organically rich very fine sandy soil (see soil profile in Archaeological Findings section). In addition to the farming, local workers mentioned that approximately 20-30 years ago heavy machinery removed topsoil and rocks in order to prepare the area for planting.

FIELD METHODS

The first witness, Mr. Wang Xiangzhi, reported that the burial location was contained within the crash site. The witness led the team to an area he believed was the crash location and told us that he could not remember specifically where the bodies were buried, but that they were located in the front of the aircraft (even though he reported earlier that the aircraft was not present upon his arrival). Based on this information, the site was cleared of underbrush and felled trees and the location was determined to be consistent with the area identified during the investigation (see Figures 4 and 5). A grid was established using a transit, measuring tapes, and a stadia rod, where upon excavation ensued.

Standard archaeological methods were used to excavate the site. An 8-x-1-m east-west trench was excavated along the northern boundary of the site to a depth of 60 cm below ground surface in order to examine the sediments. Following this, the team excavated contiguous 4-x-4-m units linked to site datum at N500/E500. The burial location was initially contained within a 20-x-20-m block encompassing the area identified by the witness. Following the distribution of recovered incident related artifacts, the initial block was expanded, and this area was designated Block One.

Using shovels, pick-axes, trowels, rakes, and garden hoes, the first 20 to 30 cm were excavated in order to remove the top two stratigraphic units. Deeper areas created by burrowing animals and tree roots were excavated until the orangish-brown clay sediment was exposed. The floor of each unit was scraped and inspected for possible archaeological features, including a possible burial feature. All excavated sediments were either dry or wet screened through 1/4-inch wire mesh screens, depending on water saturation of the excavated sediments. American

personnel examined the contents of each screen and collected all aircraft-related materials, life-support materials, personal effects, and possible osseous material.

Excavation of Block Two began on 26 June 2004 when the local Ministry of Foreign Affairs representative brought Mr. Shu Shao Hua to the site. Mr. Shu identified the area where he believed a few remains were reburied. This area was designated Block Two. Block Two was tied into site datum and the northwest corner of this block is at a distance of 41.18 meters on an azimuth of 154 degrees from site datum. Excavation of Block Two encompassed 112 m² on a small terrace just above the cultivated field. Units were excavated to sterile yellowish-brown clay, and the floor and walls of each unit were inspected for a burial feature.

The photographer photographed the site before, during, and after excavation. The Recovery Leader/Anthropologist (RL/A) examined all recovered materials in the field. Retained evidence was placed into evidence containers labeled with the incident number, location, provenience information, and date of recovery.

ARCHAEOLOGICAL FINDINGS

The excavation consisted of two blocks (Figures 8-11). In Block One the team recovered possible human remains, personal effects, aircrew related items, and aircraft debris that correlate the site to a U.S. manufactured aircraft (Table 1). Block Two produced only a few items of local trash including plastic bags, burned plastic, torn cloth from local clothing, and fragments of a plastic rice bowl. The second block contained no evidence related to the incident.

The team recovered an abundance of aircrew and aircraft related items during excavation of Block One (Figures 12 and 13). Typical aircraft items found in the excavated sediment include fragments of melted aluminum aircraft skin, oxidized and melted metal including nuts, bolts, and rivets, melted plastic and glass, and other small unidentifiable aircraft parts. In addition to these items, fragments of hose clamps with stamped serialized numbers and dates provided a *terminus post quem* of January 1950. Recovered aircrew-related items and personal effects also provide temporal clues. Many of the buttons are similar to those recovered by other CIL anthropologists excavating Korean War and World War II sites. A Rolex Oyster watchcase with the stamped case registration number 613482 located between the 6 o'clock lugs, corresponds to a manufacture date sometime between 1947 and 1948 (InfoQuest Publishing Inc. 2004). Located in proximity to possible dental remains, a Parker mechanical pencil was recovered. Leather boot fragments and rubber boot soles (possible sole from rubber flying overshoe) were also recovered. Upon inspection in the field these items appear consistent standard issue service shoes recovered from other sites of the same time period.



Figure 8. Topographic map of Block One with location of recovered possible human remains (B), datum (A), mapping station (MS), and archaeological feature. Depth is centimeters below MS.



Figure 9. Photograph of west side of excavated Block One. View is south.

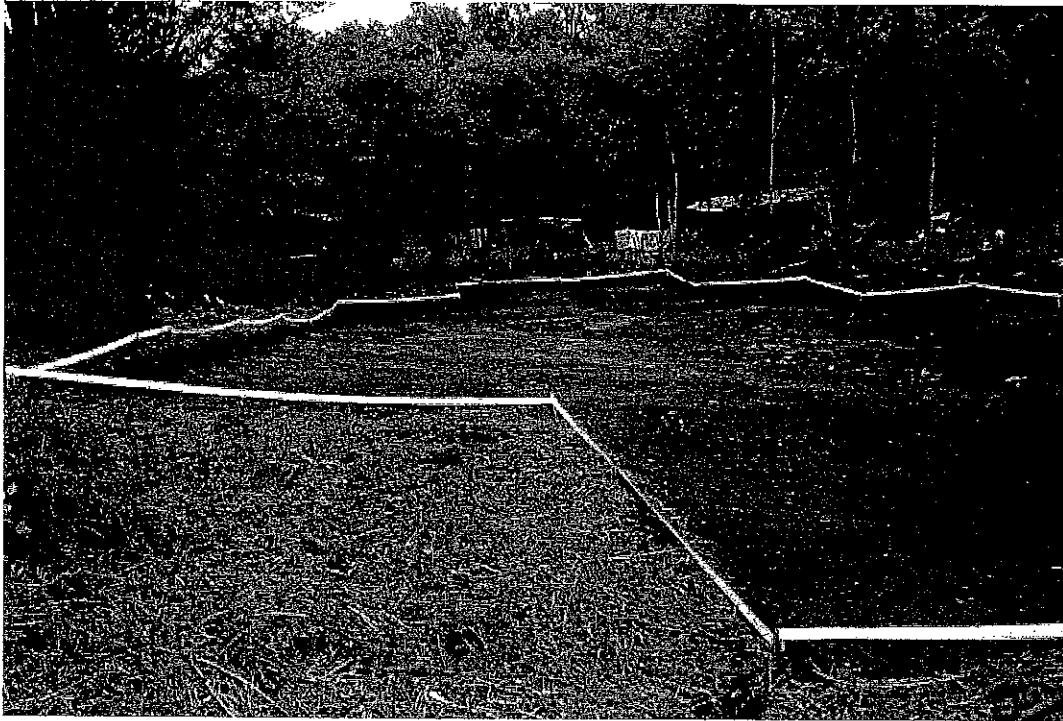


Figure 10. Photograph of east side of excavated Block One. View is south.

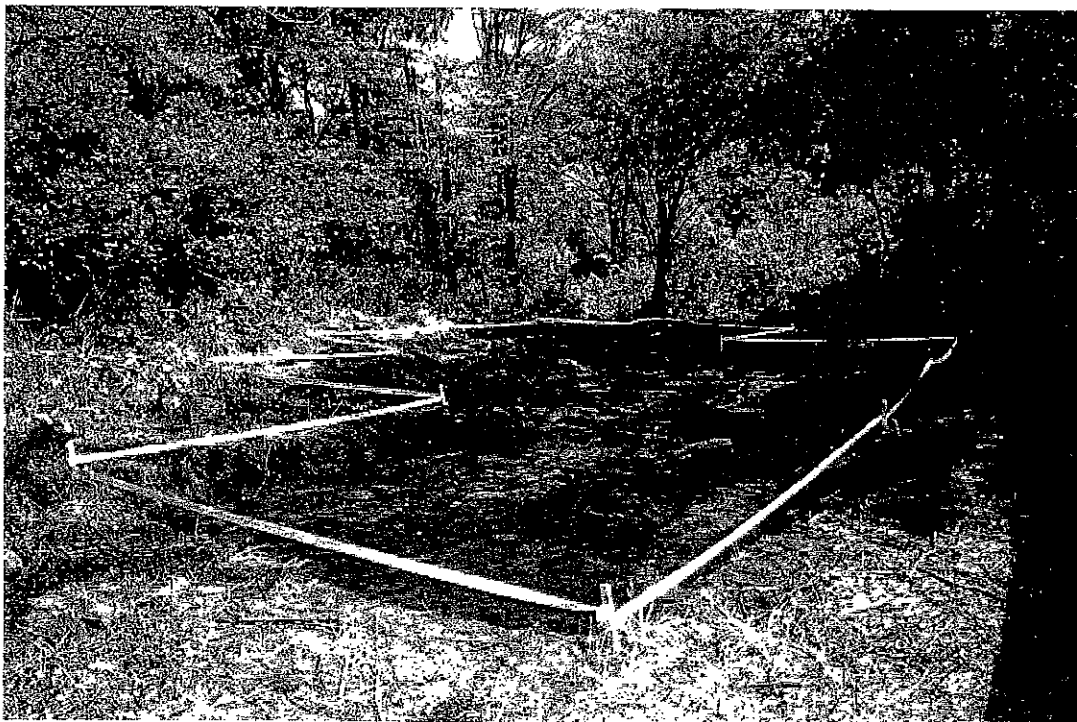


Figure 11. Photograph of excavated Block Two. View is southeast.

| Table 1. Recovered possible human remains, personal effects, aircrew, and significant aircraft related items during excavation of site CH-00012. | |
|---|---|
| Item | Provenience |
| Possible human dental remains | N509/E500 |
| Possible human dental remains | N492/E500 |
| Possible human remains | N496/E488 |
| Parker mechanical pencil ¹ | N508/E500 |
| Rolex Oyster watch body ¹ | N508/E500 |
| Leather boot fragments ¹ | N508/E500, N508/E492 |
| Rubber overshoe fragment ¹ | N492/E496 |
| Zipper pull tabs ² | N496/E504, N488/E500, N500/E500 |
| Snap ² | N488/E500, N500/E488 |
| Lift-the-Dot snap fasteners ² | N496/E504, N496/E496, N492/E496 |
| 4-hole buttons ² | N496/E504, N496/E496, N488/E500, N492/E496, N500/E500 |
| Buckles ² | N496/E496 |
| Parachute material ² | N496/E496, N488/E500, N492/E496 |
| Navigational aids ² | N492/E504, N496/E500, N492/E496 |
| .32 Caliber casings and projectiles ² | N496/E500, N496/E496 |
| Aircraft electrical parts ² : "A-B" "243729-22" "15000 OHM" "TYPE J" "PAT APP FOR" "MADE IN U.S.A." | N492/E504 |
| Aircraft electrical parts ² : "GRIMES MFG CO URBANA OHIO" "? - 5" "CO(?) PIT" "24 VOLT DC" "SPEC 04-32356A" "GRIMES-?-2332" "PROP. - AIR FORCE" "PAT PEND" | N496/E500 |
| Metal hose clamp ² : "WITTER MFG, CO CHICAGO U.S.A." "42A 2154-PAT. 2278337" | N492/E504 |

¹Items retained and transferred to the JPAC CIL for further analysis.

²Items recorded, photographed, and left at the site.

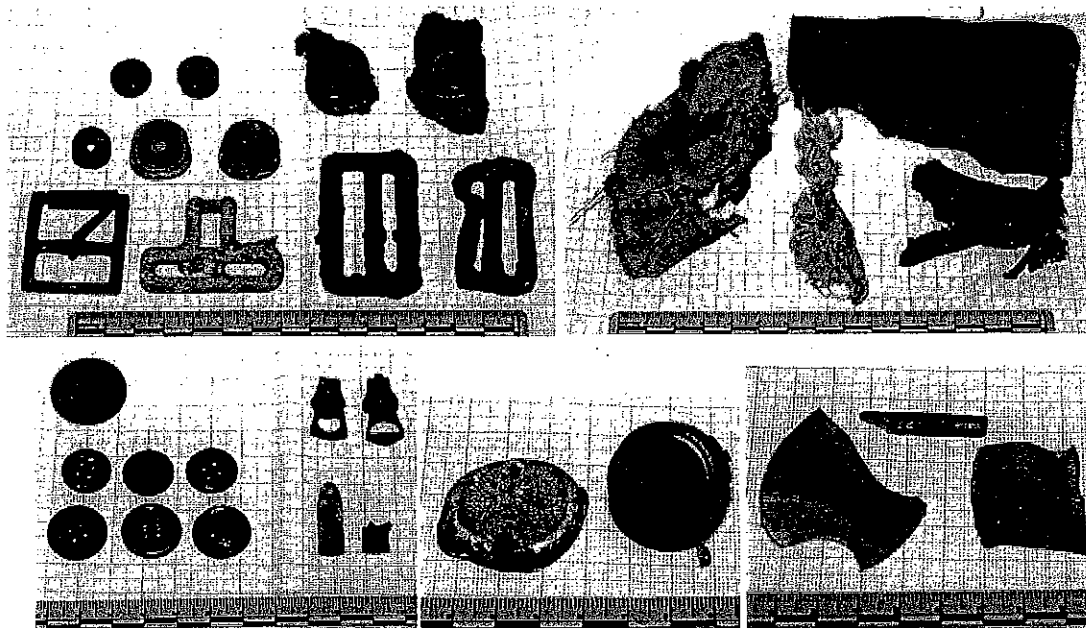


Figure 12. Composite figure of a representative sample of aircrew and aircraft related items. Scales are in centimeters.

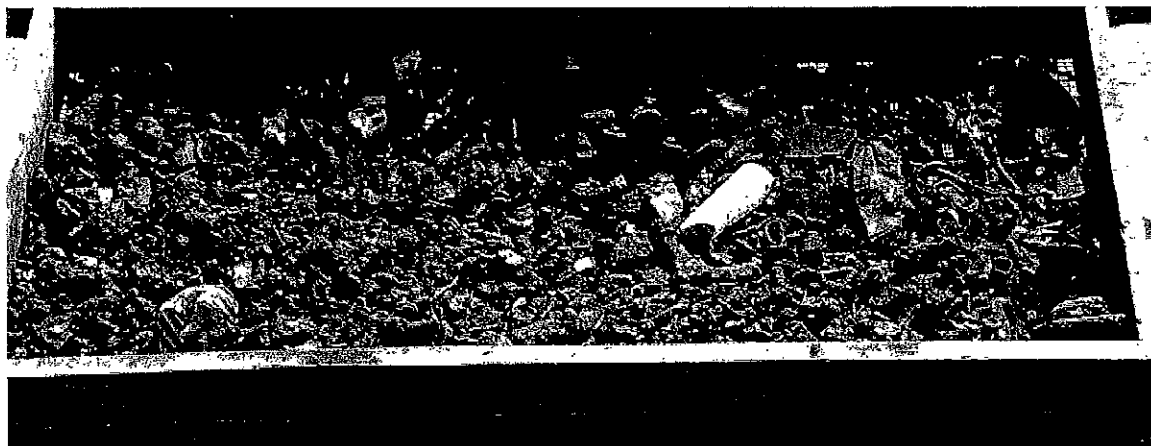


Figure 13. Representative sample of fragmented and oxidized aircraft debris recovered during excavation.

Although no crash crater was present, an area that most likely represented the primary impact area was identified. This interpretation was based on the large amount of cockpit debris and burned sediments located in proximity to the identified feature in unit N492/E500 (Figure 14). This area also corresponds with the approximate crash location identified by Mr. Wang. After excavation of the feature, it was interpreted as a smelting pit in which the aircraft would have been broken down for removal from the site. Sediments within the feature were dark brown/black silt and there were many pieces of heat altered amorphous metal, aluminum, glass and plastic.

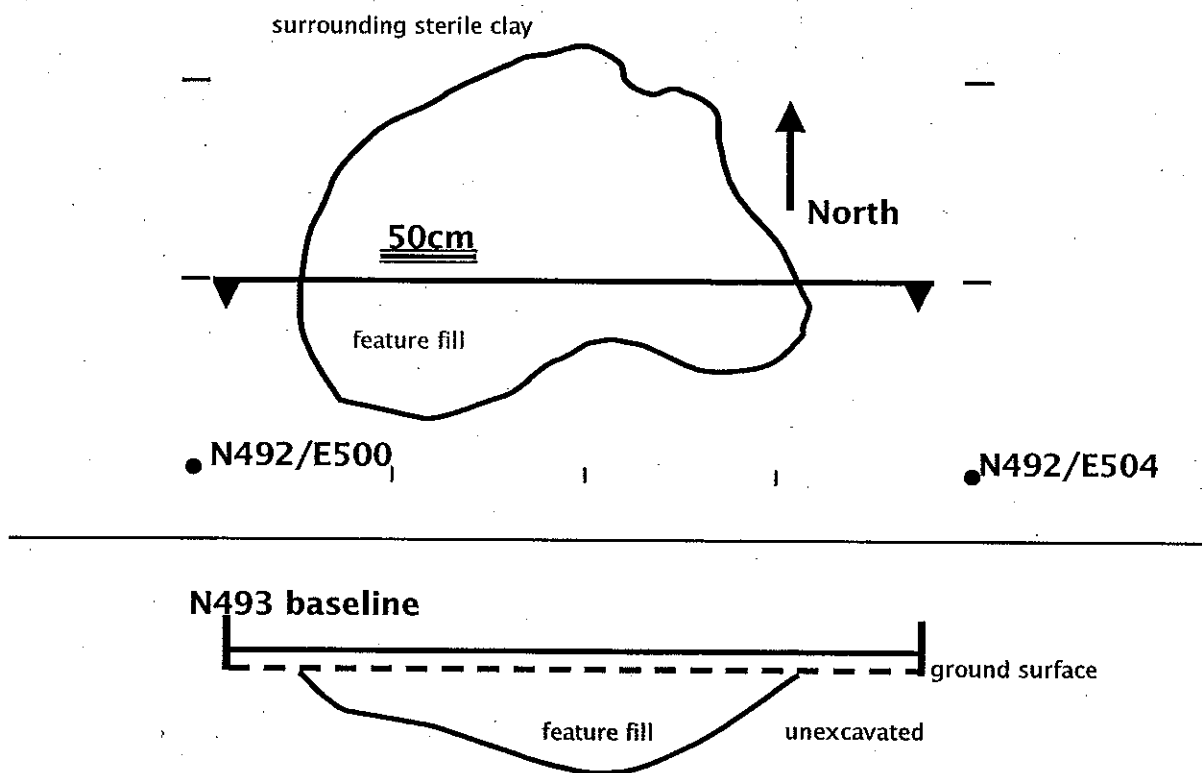


Figure 14. Plan view (upper) and cross section (lower) sketch of feature identified as a smelting area used for dismantling the aircraft.

Throughout the remainder of both excavation blocks, normal sediment matrix consisted of three distinct and rather unremarkable stratigraphic units (SU) (Figure 15). The first SU encountered (0-20 cmbs) is an organically rich, dark brown/black silt layer that is composed of rootlets and decomposing vegetation. The second SU (20-30 cmbs) is lighter in color and is composed of a well sorted, pea gravel and sand mixture. The third SU (30-50 cmbs) is composed of silty clay, light brown in color. The clay is mottled with orange colored clay deposits and represents sterile soil. No artifacts were recovered from the third SU.

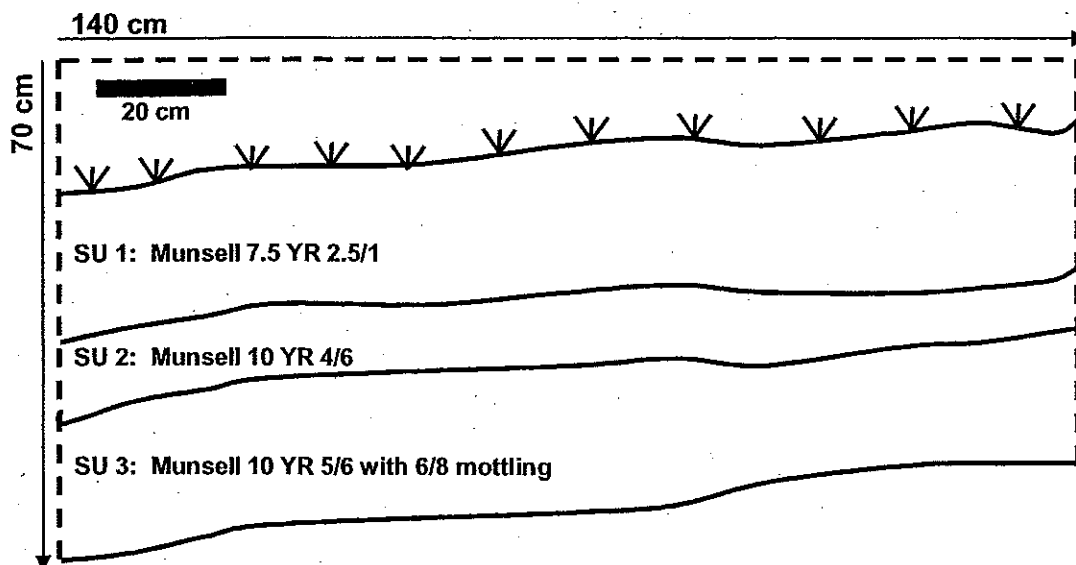


Figure 15. Soil profile from west wall of test unit three during investigation. Profile drawing is taken from investigation report on file at JPAC-CIL (Damann 2002).

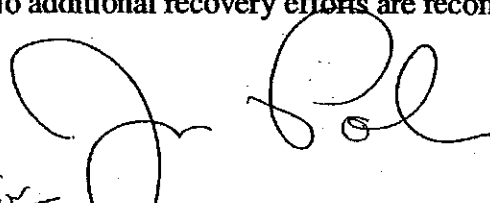
CONCLUSIONS AND RECOMMENDATIONS

By using the above methods, the RT identified a U.S.-manufactured-aircraft crash site with a primary concentration of wreckage extending approximately 20 m north-south by 30 m east-west with the long axis oriented on an azimuth of 170 degrees. Possible human remains were recovered at the site, though no burial feature was identified. Personal effects and aircrew related items were also recovered during the excavation. In addition, a *terminus post quem* obtained from date-stamped aircraft wreckage indicates that the incident could not have occurred prior to January 1950. After field study, the recovered aircrew related items and personal effects appear consistent with standard U.S. military issued equipment and paraphernalia dating to the mid-twentieth century; specifically buttons, a Rolex Oyster watch body (serial number 613482) dating between 1947 and 1950, a Parker mechanical pencil, and fragments of possible U.S. issued boots all support this conclusion.

Approximately 632 m² were excavated to a depth of approximately 30 cmbs. An additional 8-x-1-m archaeological unit was excavated to approximately 60 cmbs. All soil was excavated to sterile conditions during this recovery mission. No archaeological features or soil anomalies consistent with a isolated burial were discovered during excavation; however, a feature resembling a smelting pit was identified and is associated to the incident. This area may have been used to break down the aircraft, making it easier to transport the plane from the site.

The presence of highly fragmented, burned, sheared, and melted aircraft wreckage is consistent with a rapid deceleration event and a subsequent fire. Redistribution of the site's sediment by plowing and mechanical working of the topsoil has altered site integrity and artifact contexts. The RL/A closed the project area associated with the CH-00012 incident on 28 June

2004 at 1600 hours. All retained evidence was returned to the JPAC-CIL for formal analysis on 9 July 2004 and accessioned as CIL 2004-096. No additional recovery efforts are recommended for this location.


for
FRANKLIN E. DAMANN, MA
Recovery Leader/Anthropologist

REFERENCES

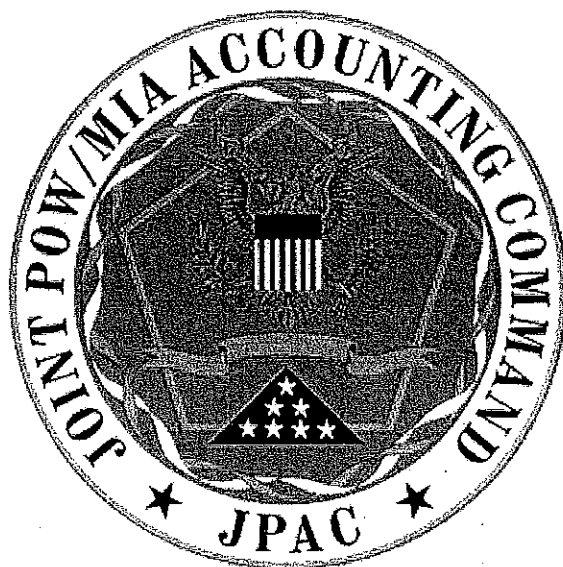
Damann, F. E.

2002 Report of Investigation 2002/CIL/054 During 02-02C for Site CH00012, an Alleged CAT C-47 Aircraft Crash in the People's Republic of China, 20 through 25 July 2002.

InfoQuest Publishing Inc. Website

2004 Electronic document, http://www.iq-enterprises.com/pages/serial_number.htm; page accessed on 28 June 2004.

**MATERIAL EVIDENCE REPORT:
CIL 2004-096-A-01 Through 05**



by

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8 February 2005

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MATERIAL EVIDENCE REPORT:

CIL 2004-096-A-01 Through 05

JPAC CENTRAL IDENTIFICATION LABORATORY

8 February 2005

BACKGROUND

On 29 November 1952 a U.S. Civil Air Transport (CAT) C-47 piloted by Mr. Norman A. Schwartz and Mr. Robert C. Snoddy, and carrying Central Intelligence Agency officers Mr. John T. Downey and Mr. Richard F. Fecteau crashed approximately 12 km southeast of Sandao, Jilin Province, People's Republic of China. Mr. Downey and Mr. Fecteau survived and were captured soon after the crash. Mr. Downey and Mr. Fecteau did not see either pilot exit the aircraft, and both contend that Mr. Schwartz and Mr. Snoddy died in the aircraft (REF: CDR USACILHI 281916Z Aug 02; Subj: Detailed Report of Investigation of Site CH-00012 Conducted During Mission 02-2CH).

Between 9 and 28 June 2004 during the 04-03CH mission, a Joint POW/MIA Accounting Command-Central Identification Laboratory (JPAC-CIL) Recovery Team (RT) excavated an area believed to be the crash location associated with the 1952 loss of the CAT C-47 aircraft piloted by Mr. Schwartz and Mr. Snoddy (Damann 2004). Possible human remains, personal effects, material evidence, and miscellaneous aircraft wreckage were recovered. The material evidence and aircraft wreckage appears consistent with standard U.S. military equipment. Furthermore, fragments of aircraft hose clamp with stamped serial numbers provide a *terminus post quem* of January 1950. Retained evidence was accessioned at the JPAC-CIL on 9 July 2004 as CIL 2004-096.

MATERIAL EVIDENCE

The material evidence associated with CIL 2004-096 was cleaned with dental picks and soft brushes to remove corrosion and adhering sediment and plant roots when appropriate. Accessioned materials were analyzed and compared to graphic exemplars. All measurements are provided as length-x-width-x-thickness in mm unless otherwise stated. Table 1 lists the identifications of all materials accessioned at the JPAC-CIL as CIL 2004-096.

Table 1. Material evidence associated with CIL 2004-096.

| Accession Number | Provenience | Material Evidence | n = | Figure |
|-------------------------|--------------------|--|------------|--------------------------|
| CIL 2004-096-A-01 | N508/E500 | Wristwatch, Rolex Oyster Date-Just model | 1 | 1,2,3,4,5, 6,7,8,9,10 |
| CIL 2004-096-A-02 | N508/E500 | Mechanical pencil, Parker 51 model | 1 | 11,12,13 |

Table 1. Material evidence associated with CIL 2004-096.

| Accession Number | Provenience | Material Evidence | Number | Figure(s) |
|-------------------|-------------|---------------------|--------|-----------|
| CIL 2004-096-A-03 | N508/E492 | Left boot fragments | 3 | 14,15,16 |
| CIL 2004-096-A-04 | N508/E500 | Right boot fragment | 1 | 17,18 |
| CIL 2004-096-A-05 | N492/E496 | Boot fragment | 1 | 19,20 |

CIL 2004-096-A-01**Wristwatch, Rolex Oyster Date-Just model****n = 1**

Accession CIL 2004-096-A-01 consists of one wristwatch case with the 12- and 6-o'clock spring-bars present (Figure 1). At maximum dimensions, the wristwatch measures 43.6-x-38.5-x-15.3 mm and weighs 49.3 g (including both spring-bars). The watch case is silver-colored metal with a non-rotating yellow-colored metal bezel. The bezel is stamped with 12 rectangular relief marks set at five minute increments. All of the rectangles are approximately 1.5 mm wide, except for the 12-o'clock rectangle, which is approximately 3 mm wide. The watch crystal is intact with small fractures across the face. The watch face is not visible because an orange-colored corrosion product coats the internal aspect of the crystal. The case-back is markedly convex and has a few deep scratches and dents (Figure 2). The numbers "5031" and "613482" are stamped in sans serif font on the case between the 12- and 6-o'clock lugs respectively. Also, the case-back superior to the lug at the 7-o'clock position is hand-etched with: 1974.5246 (Figures 3 and 4). The etched markings are partially obscured due to corrosion and etching technique. Consequently, the markings are difficult to read and may represent other characters or symbols. These markings are of unknown origin. The yellow-colored metal crown is stamped in all-caps, sans serif font with (Figure 5):

ROLEX

 OYSTER

The Model Reference Number (5031) stamped between the 12-o'clock lugs and the brand information stamped on the crown indicate this accession is a Rolex Oyster Date-Just model, first manufactured in 1945 (Shugart *et al.* 2001:999). While model identification is based on published references, photographic exemplars are obtained from commercial watch dealer websites (Figures 6, 7, and 8). The Case Registration Number (613482), stamped between the 6-o'clock lugs is consistent with a manufacture date between 1947 and 1950 (Jarman 2004; InfoQuest Publishing Inc. 2004; Shugart *et al.* 2001:999). However, Case Registration Number 613482 was reused by Rolex between 1957 and 1958 (Shugart *et al.* 2001:999). After 1954 Date-Just models were manufactured with the Cyclops date magnification devise on the watch face (Second Time Around 2005). This feature is absent from accession CIL 2004-096-A-01, thereby corroborating the earlier manufacture date range.

A photograph of Mr. Snoddy taken on 23 May 1952 (P.A. Oelkrug, pers. comm.) depicts a watch with several attributes that are consistent with the Rolex Oyster Date-Just Model 5031 (Figures 9 and 10). Specifically, the rectangular relief marks stamped on the bezel, dark-colored hour and minute hands, light colored watch face, non-numeric hour/minute designations on the watch face, and the grooved areas medial to the lugs are consistent between accession CIL 2004-096-A-01, the photographic exemplar of the Rolex Oyster Date-Just, and the watch worn by Mr. Snoddy in the photograph.



Figure 1. CIL 2004-096-A-01, Wristwatch, Rolex Oyster Date-Just model, front. Note the rectangular relief marks stamped on the bezel (blue arrow) and the grooved areas medial to the lugs (yellow arrow).

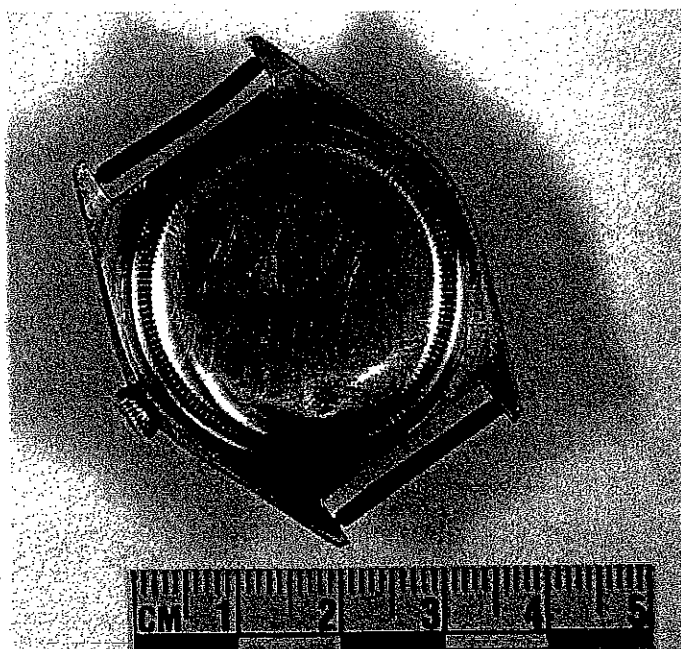


Figure 2. CIL 2004-096-A-01, Wristwatch, Rolex Oyster Date-Just model, back.

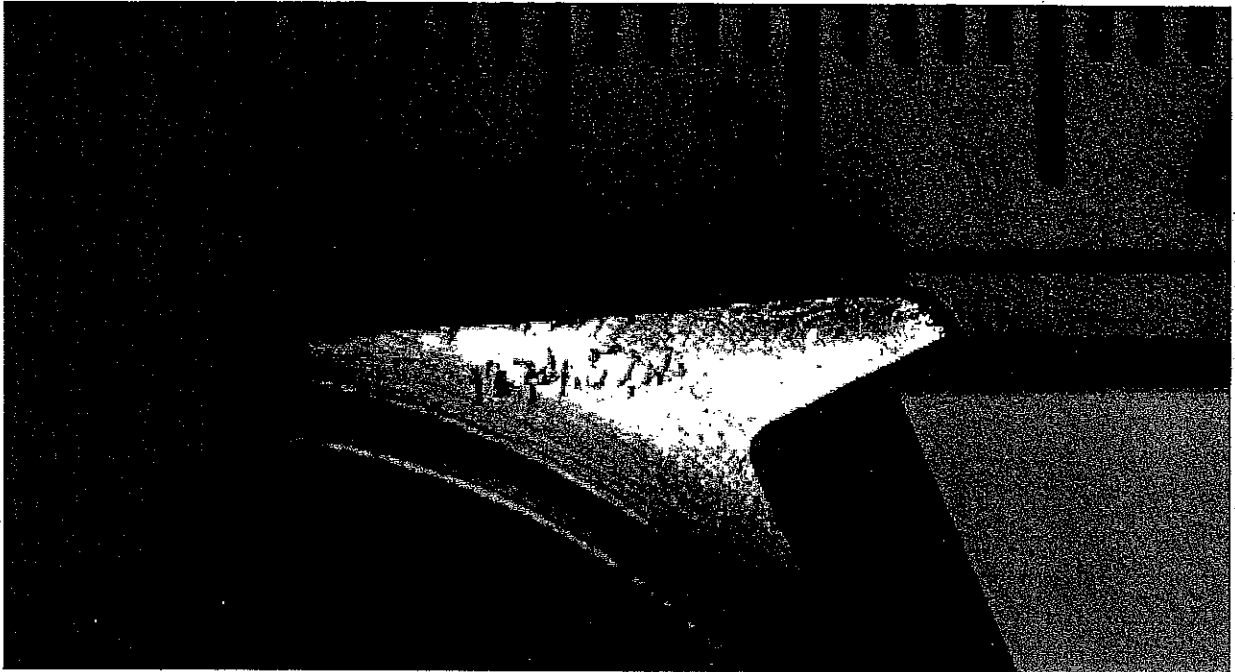


Figure 3. Etchings on CIL 2004-096-A-01 case-back. Scale is in cm.



Figure 4. Etchings on CIL 2004-096-A-01 case-back taken with VSC 2000/HR Video Spectral Comparator using the infrared, side-lighting settings. Information at bottom of photograph indicates additional saved settings.

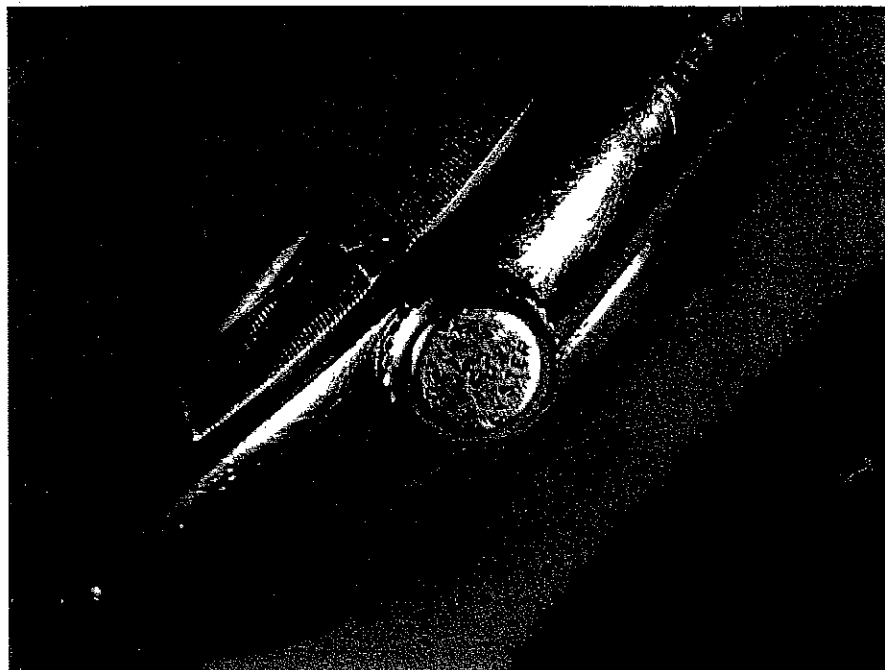


Figure 5. CIL 2004-096-A-01, wristwatch crown with stamped model designation.



Figure 6. Photographic exemplar of the Rolex Oyster Date-Just, Model Reference Number 5031 (Wanna Buy A Watch 2005). Note the rectangular relief marks stamped on the bezel (blue arrow), dark-colored hour and minute hands, light colored watch face, non-numeric hour/minute designations on the watch face (red arrow), and the grooved areas medial to the lugs (yellow arrow).



Figure 7. Photographic exemplar of the Rolex Oyster Perpetual Bubbleback Chronometer (Model Reference Number 5011, circa 1949) (GoAntiques, Inc. 2005).



Figure 8. Photographic exemplar of the Rolex Oyster Perpetual Bubbleback Chronometer (Model Reference Number 5011, circa 1949) with similar model designation stamped on the crown (GoAntiques, Inc. 2005).



Figure 9. Photograph of Mr. Robert C. Snoddy taken on 23 May 1952 (E. C. Kirkpatrick Collection, University of Texas at Dallas). Rectangle borders area enlarged in Figure 10.

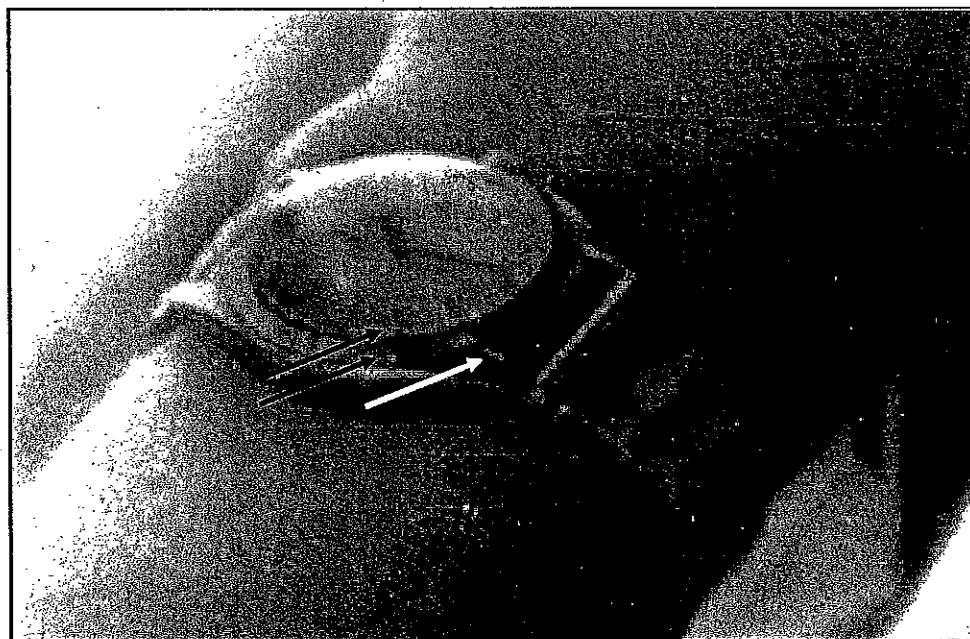


Figure 10. Enlarged view of the wristwatch depicted in Figure 9. Note the rectangular relief marks stamped on the bezel (blue arrow), dark-colored hour and minute hands, light colored watch face, non-numeric hour/minute designations on the watch face (red arrow), and the grooved areas medial to the lugs (yellow arrow).

CIL 2004-096-A-02

Mechanical pencil, Parker 51 model

n = 1

Accession CIL 2004-096-A-02 is a mechanical pencil (Figure 11). This item is 125.7 mm long, has a maximum diameter of 9.7 mm at the metal/composite junction, and a mass of 20.5 g. The cylindrically-shaped barrel is divided into three segments, tapering at the distal end. The proximal segment is manufactured from silver-colored metal and is 54.1 mm long. The proximal edge of this segment is bent and torn, with the top missing. The middle segment is manufactured from blue plastic-like material and is 57.4 mm long. The distal third of this segment is fractured, exposing the inner mechanical components. The distal segment is made of silver-colored metal and exhibits slight pitting. This segment is 12.9 mm long.

The word "PARKER" is stamped in all-caps, sans serif font at the distal margin of the proximal metal segment (Figure 12). The words "PARKER" "MADE IN THE U.S.A." and "51" are stamped in all-caps, sans serif font at the proximal margin of the plastic segment. No other decorative designs, motifs, or markings are present on the item.

This particular item is consistent with the PARKER 51 pen and mechanical pencil series, first manufactured in 1941 (Figure 13). Production of the PARKER "51" series began in 1941 and continued to 1972, with an estimated production run of between 20 and 50 million fountain pens (Binder 2002). Production figures for the Parker 51 mechanical pencil are not available at this time. Prior to 1952 Parker 51 fountain pens had a date code stamped on the barrel. However, the mechanical pencil in this accession does not have any distinguishing features that can be used to indicate the date of manufacture.

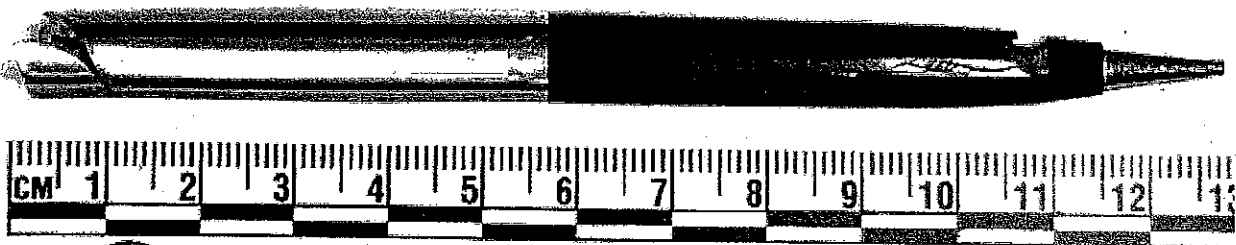


Figure 11. CIL 2004-096-A-02, Mechanical pencil, Parker 51 model.

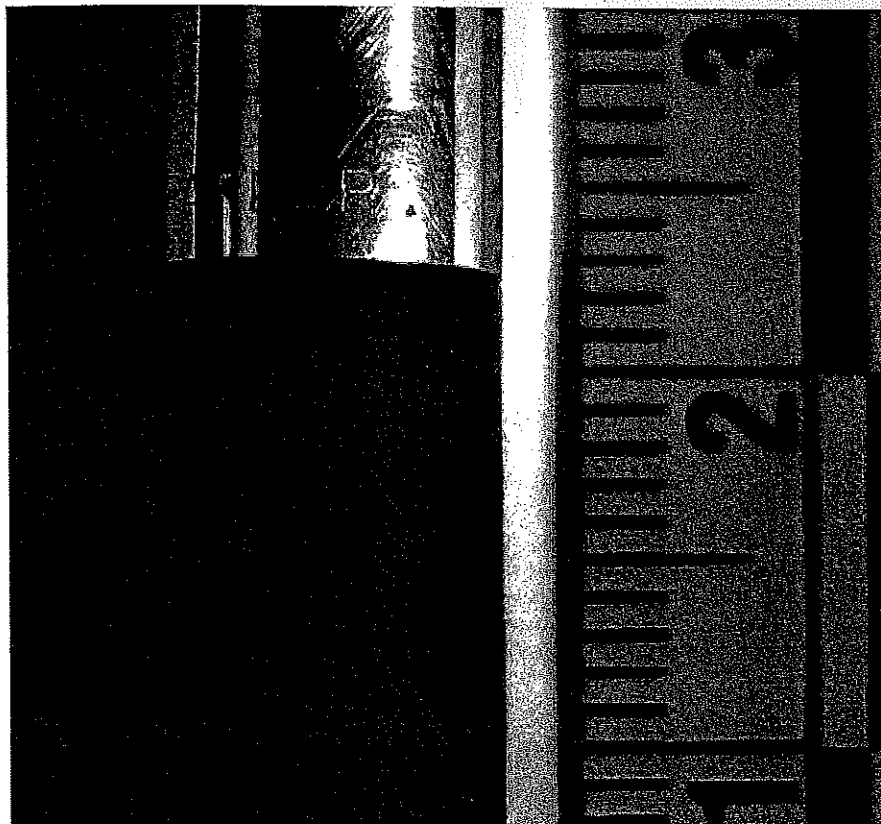


Figure 12. CIL 2004-096-A-02, "PARKER" and "51" model markings. Scale is in cm.

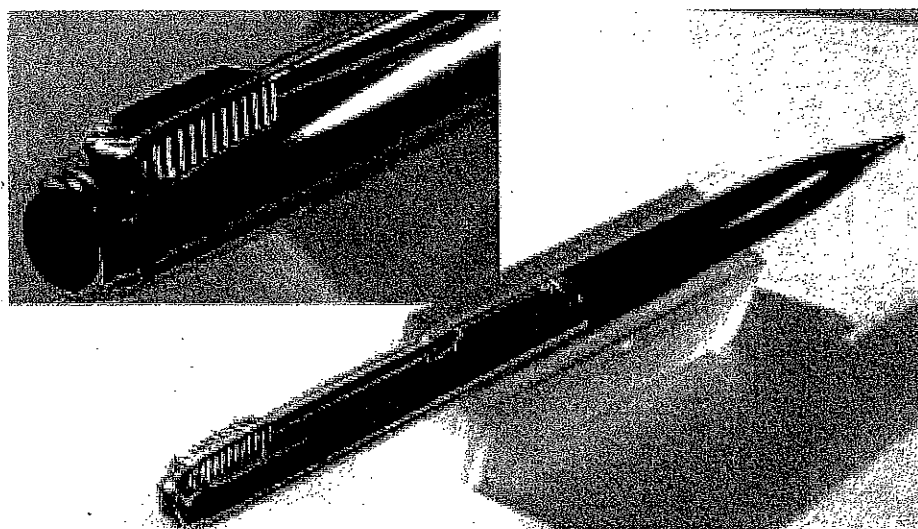


Figure 13. Photographic exemplar of the Parker 51 mechanical pencil (TLV.Penshow 2005).

CIL 2004-096-A-03

Left boot fragments

n = 3

This accession contains three left boot fragments with portions of the upper, insole, midsole, and outsole preserved (Figure 14). The items are heavily weathered and friable. At maximum dimensions, the largest fragment is approximately 158.8-x-98.3-x-41.1 mm and has a mass of 147.5 g. The upper is made of leather with a single row of stitching present along the margin. The stitch holes are approximately 8.5 mm apart. There is no evidence of a toe cap. The outsole is constructed of a rubber-like material and has a diamond-shaped tread pattern oriented so the diamonds lie with their long axes parallel to the long axis of the boot (Figure 15). The diamond tread begins approximately 26 mm from the edge. The perimeter tread pattern is dimpled and irregular. The outsole presently is attached to the upper by 14 metal nails that continue along the margin of the sole. A single row of stitching is present lateral to the nails. The outsole exhibits use-related wear along with thermal damage. Manufacturer's marks and other distinguishing features are not visible on any portion of the boot. Size can not be ascertained due to the paucity of material available for analysis.

This item is consistent with, or is a close variant of, the Combat Service Boot, that was widely issued to U.S. service members beginning in 1944 (Figure 16) (Lewis 1993:160). Specifically, the style of leather upper, the three-layered sole, the tread pattern, and the outsole nail and stitch patterns are consistent between accession CIL 2004-096-A-03 and the Combat Service Boot.



Figure 14. CIL 2004-096-A-03, left boot fragments. Note 3-layered sole construction (blue arrow) and the single row of stitching on the leather upper (red arrow).



Figure 15. CIL 2004-096-A-03, left boot fragments, toe portion of outsole. Note the diamond-shaped tread pattern, single row of nails and stitching that continue along the outsole margin.



Figure 16. Photographic exemplar of the Combat Service Boot (Lewis 1993:160). Note the three-layered sole and absence of a toe cap (blue arrow). Also note the diamond-shaped tread pattern and the single row of nails and stitching that continue along the outsole margin (green arrow).

CIL 2004-096-A-04

Right boot fragment

n = 1

This accession contains one right boot fragment with portions of the upper and outsole preserved (Figure 17). This item is heavily weathered and friable. At maximum dimensions, the fragment is approximately 133.9-x-78.6-x-29.8 mm, with a mass of 67.4 g. A single row of stitching is present on the leather upper. The stitch holes are approximately 9.0 mm apart. There is no evidence of a toe cap. A single row of nine metal nails are embedded in the outsole (Figure 18). The nails are covered with an orange-brown colored corrosion product. A single row of stitching is present lateral to the nails. The tread pattern is not discernable because of thermal modification. Manufacturer's marks and other distinguishing features are not visible on any portion of the boot. Size can not be ascertained due to the paucity of material available for analysis.

Accession CIL 2004-096-A-04 also shares design and construction attributes with the Combat Service Boot (Figure 16) (Lewis 1993:160). Although right and left boot fragments with similar attributes were recovered at site CH-00012, the paucity of available material precludes analysis to determine if the fragments are from the same set of boots.



Figure 17. CIL 2004-096-A-04, right boot fragment. Note the single row of stitching present on the leather upper (red arrow).



Figure 18. CIL 2004-096-A-04, right boot fragment, toe portion of outsole. Note single row of stitching (green oval) lateral to the single row of nails.

CIL 2004-096-A-05

Boot fragment

n = 1

Accession CIL 2004-096-A-05 consists of one boot fragment (Figure 19). The item measures 156.1-x-53.6-x-27.7 mm, with a mass of 28.2 g. The fragment is manufactured from a rubber-like material that is highly friable. A raised, rectangular-shaped area is present on the boot sidewall and is approximately 15 mm wide. The outsole has an alternating raised and recessed rectangular tread that continues to the lateral margin of the sole. A dimpled pattern exists within the raised and recessed areas of the sole. The tread pattern runs perpendicular to the long axis of the overshoe and is approximately 15 mm wide. The area between the raised treads is approximately 8 mm wide. Manufacturer's marks and other distinguishing features are not visible on any portion of the boot. Size and side can not be ascertained due to the paucity of material available for analysis.

This item is consistent with, or is a close variant of, the Shoepac Cold Weather Boots issued throughout WWII and during the Korean War (Lewis 1993:158; Stanton 1992:130) (Figure 20). Specifically, the raised rectangular area on the sidewall and the tread pattern are consistent with the Shoepac Cold Weather Boots. This particular shoepac style was copied from a commercial pattern used prior to WWII and issued throughout WWII.

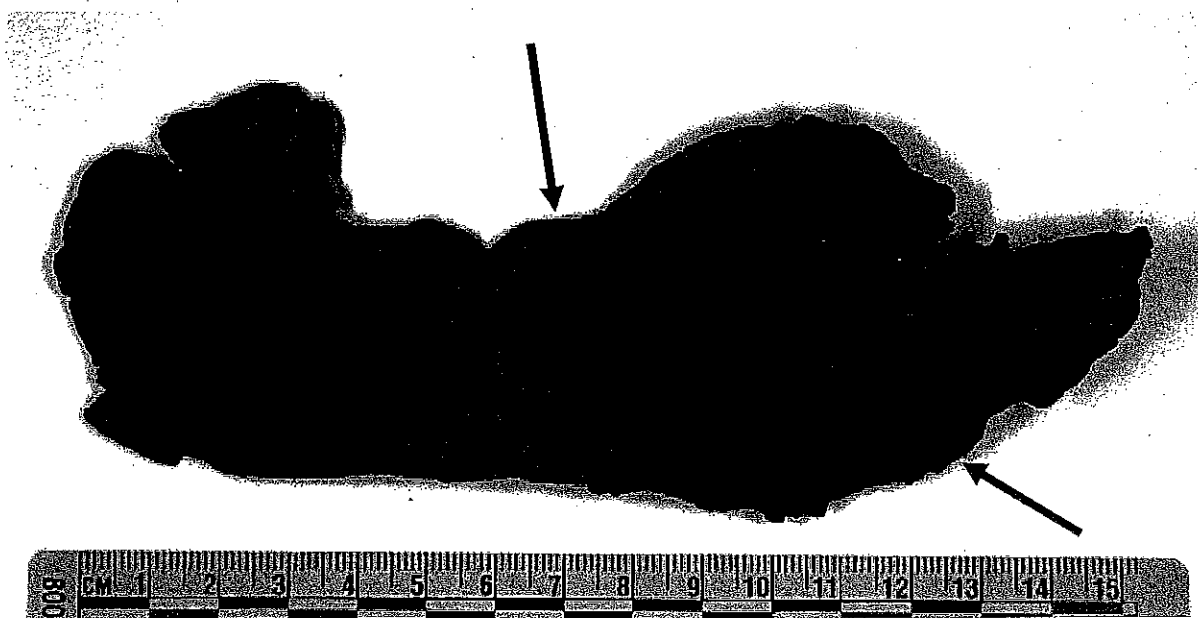


Figure 19. CIL 2004-096-A-05, boot fragment. Note the rectangular-shaped area on boot sidewall (blue arrow) and raised rectangular tread with dimpled surface (green arrow).



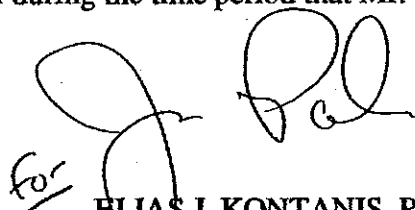
Figure 20. Photographic exemplar of the Shoepac Cold Weather Boots (Lewis 1943:158). Note the rectangular-shaped area on boot sidewall (blue arrow) and raised rectangular tread with dimpled surface (green arrow).

FINDINGS

The material evidence accessioned as CIL 2004-096 does not provide any direct evidence that supports identification efforts. However, the accessioned wristwatch shares several attributes with the Rolex Oyster Date-Just Model 5031 and the wristwatch worn by Mr. Snoddy in the photograph taken on 23 May 1952, approximately 6 months prior to the incident. While attribute consistencies provide strong presumptive support associating the accessioned item to Mr. Snoddy, a possible link to Mr. Schwartz can not be excluded at this time.

Furthermore, the mechanical pencil and the boot fragments can not be associated with either Mr. Schwartz or Mr. Snoddy. The recovery of two distinct boot styles suggests the presence of more than one individual, or simply an extra pair of boots on the aircraft. Conversely, these accessions may have been left at the recovery scene at another time and are unrelated to the incident under investigation.

The accessioned materials provide a distinct temporal framework that is consistent with the incident under investigation. Specifically, the Rolex Oyster Date-Just Case Registration Number indicates that this item was manufactured between 1947 and 1950. Also, the Parker 51 mechanical pencil provides a *terminus post quem* of 1941. Finally, the boot fragments are consistent with items worn by U.S. personnel during the time period that Mr. Schwartz and Mr. Snoddy reportedly died.


for ELIAS J. KONTANIS, PhD
Forensic Anthropologist

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**CIL 2004-096-I-01
CONSULTANT REPORT**

I received and reviewed the materials in the case file for CIL 2004-096-I-01 concerning Robert Charles SNODDY, U.S. Civilian.

Recovery and Documentation: The historical information and statements by American personnel and local inhabitants, as well, appear consistent with each other and with subsequent excavation findings and analysis of material evidence. All reasonable efforts appear to have been made to recover significant biological and material evidence relevant to the incident. Lehl's Incident/Site Report is well researched and extensively documented. Damann's Search and Recovery Report is comprehensive and indicates that appropriate archaeological methods were applied. The material evidence, as reported by Kontanis with appropriate caveats, provides circumstantial evidence for temporal and artifactual information.

Forensic Anthropology Report: The paucity of skeletal and dental materials limited Moore's analysis to the identification of the remains as adult human in origin. Although not conclusive, the fracture pattern and coloration described for the probable forearm fragment appear generally consistent with trauma not sustained during excavation or transport.

Forensic Odontology Report: Although the recovered teeth exhibit restorations, the lack of antemortem dental records precluded any identification information through comparison.

MtDNA Analysis Report: Fortunately, samples from both teeth and the bone fragment produced mtDNA sequences that could be compared with those derived from the biological sister and nephew of Mr. SNODDY. The identical sequences were consistent with each other and contrasted with a sample from a maternal relative of Mr. Schwartz who was also involved in the incident.

Findings: The combination of historical information, witness statements, artifact analysis, and mtDNA analysis in the case file for CIL 2004-096-I-01 appears sufficient to reasonably establish the human remains as those of Robert Charles SNODDY, U.S. Civilian.



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Distinguished Professor Emeritus of Anthropology

7 March 2005

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